



By G. K. CHESTERTON.

THE tragedy of the great shipwreck is too terrific for any analogies of mere fancy. But the analogy which springs to the mind between the great modern ship and our great modern society that sent it forth—this analogy is not a fancy. It is a fact; a fact perhaps too large and plain for the eye easily to take in. Our whole civilisation is indeed very like the *Titanic*; alike in its power and its impotence, its security and its insecurity. Technically considered, the sufficiency of the precautions are a matter for technical inquiry. But psychologically considered, there can be no doubt that such vast elaboration and system induce a frame of mind which is inefficient rather than efficient. Quite apart from the question of whether anyone was to blame, the big outstanding fact remains: that there was no sort of sane proportion between the extent of the provision for luxury and levity, and the extent of the provision for need and desperation. The scheme did far too much for prosperity and far too little for distress—just like the modern State. Mr. Veneering, it will be remembered, in his electoral address, "instituted a new and striking comparison between the State and a ship"; the comparison, if not new, is becoming a little too striking. By the time you have made your ship as big as a commonwealth your commonwealth does become very like a ship—rather like a sinking ship.

For there is a real connection between such catastrophes and a certain frame of mind which refuses to expect them. A rough man going about the sea in a small boat may make every other kind of mistake: he may obey superstitions; he may take too much rum; he may get drunk; he may get drowned. But, cautious or reckless, drunk or sober, he cannot forget that he is in a boat and that a boat is as dangerous a beast as a wild horse. The very lines of the boat have the swift poetry of peril; the very carriage and gestures of the boat are those of a thing assailed. But if you make your boat so large that it does not even look like a boat, but like a sort of watering-place, it must, by the deepest habit of human nature, induce a less vigilant attitude of the mind. An aristocrat on board ship who travels with a garage for his motor almost feels as if he were travelling with the trees of his park. People living in open-air cafés sprinkled with liqueurs and ices get as far from the thought of any revolt of the elements as they are from that of an earthquake under the Hotel Cecil. The mental process is quite illogical, but it is quite inevitable. Of course, both sailors and passengers are intellectually aware that motors at sea are often less useful than life-boats, and that ices are no antidote to icebergs. But man is governed not only by what he thinks but by what he chooses to think about; and the sights that sink into us day by day colour our minds with every tint between insolence and terror. This is one of the worst evils in that extreme separation of social classes which marks the modern ship—and State.

But whether or no our unhappy fellow-creatures on the *Titanic* suffered more than they need from this unshared of original outlook, they cannot have had less instinct of actuality than we have who are left alive on land:

and now that they are dead they are much more real than we. They have known what papers and politicians never know—of what man is really made, and what manner of thing is our nature at its best and worst. It is this curious, cold, flimsy incapacity to conceive what a thing is like that appears in so many places, even in the comments on this astounding sorrow. It appears in the displeasing incident of Miss Sylvia Pankhurst, who, immediately after the disaster, seems to have hastened to assure the public that men must get no credit for giving the boats up to women, because it was the "rule" at sea. Whether this was a graceful thing for a gay spinster to say to eight hundred widows in

absence which it reveals of the rudiments of political thought. What does Miss Pankhurst imagine a "rule" is—a sort of basilisk? Some hundreds of men are, in the exact and literal sense of the proverb, between the devil and the deep sea. It is their business, if they can make up their minds to it, to accept the deep sea and resist the devil. What does Miss Pankhurst suppose a "rule" could do to them in such extremities? Does she think the captain would fine every man sixpence who expressed a preference for his life? Has it occurred to her that a hundredth part of the ship's population could have thrown the captain and all the authorities into the sea? But Miss Pankhurst's remark, though imbecile, is informing. Now I see the abject and idolatrous way in which she uses the word "rule," I begin to understand the abject and idolatrous way in which she uses the word "vote." She cannot see that wills and not words control events. If ever she is in a fire or shipwreck with men below a certain standard of European morals, she will soon find out that the existence of a rule depends on whether people can be induced to obey it. And if ever she has a vote in the very low state of European politics, she will very soon find out that its importance depends on whether you can induce the man you vote for to obey his mandate or to keep any of his promises. It is vain to rule if your subjects can and do disobey you. It is vain to vote if your delegates can and do disobey you.

But, indeed, a real rule can do without such exceptions as the Suffragettes; *de minimis non curat lex*. And if the word "rule" be used in the wider sense of an attempt to maintain a certain standard of private conduct out of respect for public opinion, we can only say that not only is this a real moral triumph, but it is, in our present condition, rather a surprising and reassuring one. It is exactly this corporate conscience that the modern State has dangerously neglected. There was probably more instinctive fraternity and sense of identical interests, I will not say, on an old skipper's vessel, but on an old pirate's, than there was between the emigrants, the aristocrats, the journalists, or the millionaires who set out to die together in the great ship. That they found in so cruel a way their brotherhood and the need of man for the respect of his neighbour, this is a dreadful fact, but certainly the reverse of a degrading one. The case of Mr. Stead, which I feel with rather special emotions, both of sympathy and difference, is very typical of the whole tragedy. Mr. Stead was far too great and brave a man to require any concealment of his exaggerations or his more unbalanced moods; his strength was in a flaming certainty, which one only weakens by calling sincerity, and a hunger and thirst for human sympathy. His excess, we may say, with real respect, was in the direction of megalomania; a childlike belief in big empires, big newspapers, big alliances—big ships. He toiled like a Titan for that Anglo-American combination of which the ship that has gone down may well be called the emblem. And at the last all these big things broke about him, and somewhat bigger things remained: a courage that was entirely individual; a kindness that was entirely universal. His death may well become a legend.

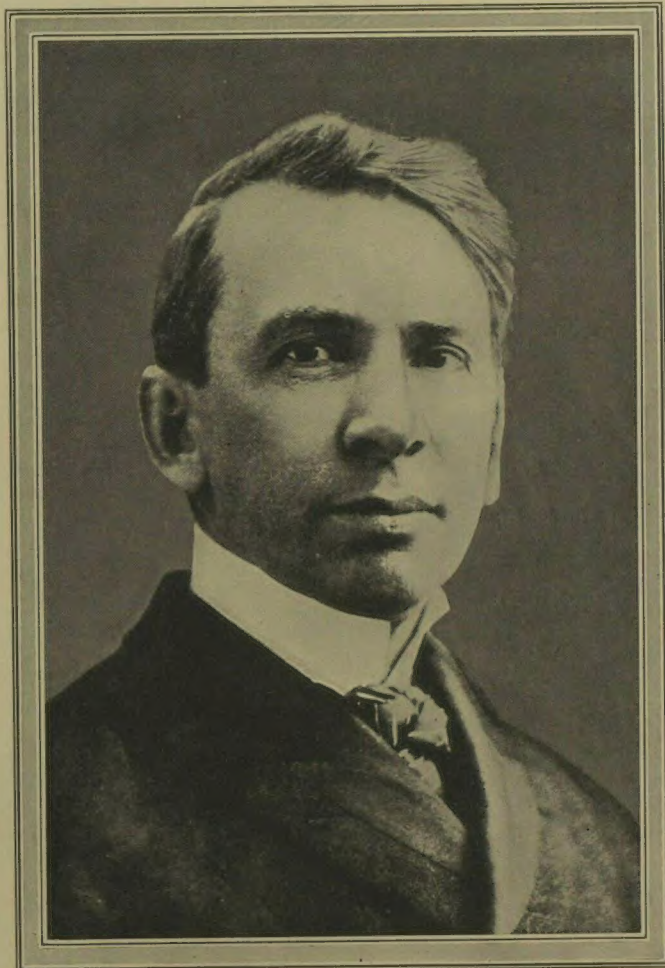


Photo. Typical.

THE AMERICAN WHO TOLD MR. BRUCE ISMAY HE COULD NOT RETURN TO ENGLAND: SENATOR SMITH, CHAIRMAN OF THE SENATORIAL INQUIRY AS TO THE "TITANIC."

Some resentment was aroused by the manner in which the United States Senatorial Committee appointed to investigate the loss of the "Titanic" at first examined some of the witnesses, especially Mr. Bruce Ismay. Later, a better feeling grew up between the Committee and the White Star officials. Senator Smith, of Michigan, presided. Some of his questions provoked the criticism that the Committee's work suffered from lack of expert knowledge. For instance, he asked Mr. Lightoller, second officer of the "Titanic," whether any of the crew or passengers took to the watertight compartments as a last resort. Mr. Lightoller replied that it was quite impossible to say, but he should think it very unlikely. "Are the watertight compartments intended as a refuge for passengers?" pursued Senator Smith. "Oh dear, no, Sir, not at any time," was the reply. Before the first meeting of the Committee, Senator Smith is reported to have said: "A Government boat picked up messages stating that Mr. Ismay desired to sail on the 'Cedric,' and they were forwarded to Washington. That made me take an early train to New York. . . . Mr. Ismay was anxious to go back, and to have the crew of the 'Titanic' go back immediately. . . . and I had to tell him rather emphatically he couldn't go." Mr. Ismay explained that his only object had been to enable the crew to return home, for their own sakes, instead of "hanging about" in New York.

the very hour of doom is not worth inquiry here. Like cannibalism, it is a question of taste. But what chiefly astonishes me in the remark is the utter

LOOKING AT THE BOOK OF THE LOST AND

DRAWN BY OUR SPECIAL ARTIST,



IN THE ANXIOUS HOURS WHICH FOLLOWED THE GREATEST OF MARITIME
AFTER THE SINKING

That great association of marine underwriters which is world-famous as "Lloyd's," and has its agents in every port, its stations throughout the globe, began, when the seventeenth century was nearing its end, in a coffee-house in Tower Street, London, which was opened by one Edward Lloyd, a Welshman. In 1692, Lloyd transferred his business to the corner of Lombard Street and Abchurch Lane, and the underwriters and shippers amongst his customers grew

AT NEWS OF THE SEA-TRAGEDY: AT LLOYD'S.

FREDERIC DE HAENEN.



DISASTERS: AT LLOYD'S, THE FAMOUS ASSOCIATION OF MARINE UNDERWRITERS,
OF THE "TITANIC."

speedily in numbers. Out of this humble beginning sprang, as we have already noted, that great institution, now housed in the Royal Exchange, with the finest system of shipping intelligence the world over. On the left of the drawing members are seen scanning the news-messages posted up; in the centre, others are looking at the book in which the names of vessels lost are entered. (See Article describing Lloyd's on Page 618.)

PORTRAITS & PERSONAL NOTES



Photo, Elliott and Fry.

MR. HENRY WEBB, M.P.,

The new Junior Lord of the Treasury and Liberal Whip.



in the Irish Civil Service. His chief literary work was his "Personal Reminiscences of Henry Irving." He also wrote a number of novels of a "creepy" character, the best known of which, perhaps, is "Dracula," published in 1897.

One of the most wonderful escapes from the *Titanic* was that of the second



Photo, Elliott and Fry.

MR. SYDNEY BUXTON,

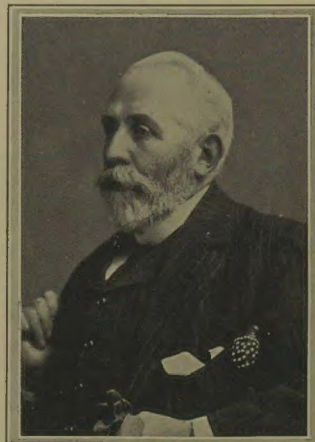
As President of the Board of Trade much affected by the "Titanic" Disaster.

to the *Titanic* disaster, which has so suddenly and tragically turned the limelight of

public opinion upon the proceedings of that body. In the House of Commons he said that he felt greatly the weight of responsibility, and the sympathy of the House expressed itself audibly. Mr. Buxton has been President of the Board of Trade only since 1910, so that he cannot be held responsible for the action, or inaction, of the Board regarding vessels over 10,000 tons during the whole period since the regulations came into force in 1894. From 1905 to 1910 Mr. Buxton was Postmaster-General.

Sir John Rees, the new Member for East Nottingham, was for over twenty-five years in the Indian Civil Service. He was for some time British Resident in Travancore and Cochin, and became an Additional Member of the Viceroy's Council. He retired in 1901. Five years later, Sir John was elected, as a Liberal, for the Montgomery District, and again in January 1910. Later in that year he went over to the Unionists and did not stand at the December election. Last September he contested the Kilmarnock Burghs.

No man can have been more affected by the catastrophe to the *Titanic* than Mr. Alexander Carlisle, who, at the time the ill-fated vessel was begun in the yards of Messrs. Harland and Wolff in Belfast, was the General Manager of that firm and Chairman of the Managing Directors. He retired from that position two years ago, after being associated with the firm, to which he was apprenticed in 1870, for over forty years. He was a member of the much-discussed Advisory Committee which last year reported to the Board of Trade on Life-saving Appliances. When the question of the provision of such appliances on large liners arose after the sinking of the *Titanic*, he stated that he had always been in favour of their being required by law to carry a larger number of boats. In a recent interview he said that, when working out the designs of the *Olympic* and *Titanic*, he had davits constructed to take four life-boats on each pair, which would have given each vessel a total of over forty boats, instead of the twenty eventually supplied. To make a ship unsinkable he said was an impossibility. Mr. Carlisle was born at Ballymena, Antrim, in 1854. His father, Mr. John Carlisle, was Head-Master of the Royal Academy of Music, Belfast.



Photo, Russell.

THE RIGHT HON. ALEXANDER CARLISLE, P.C.,
Part-Designer of the "Titanic"—formerly General Manager of Messrs. Harland and Wolff.



Photo Elliott and Fry.

MAJOR EUSTACE LODER,

Succeeding Lord Derby as Chief Steward of the Jockey Club.

figures on the Turf. He is the eighth son—a twin with his brother Sydney—of the late Sir Robert Loder, first Baronet, and brother of the present Baronet, Sir Edmund Loder. Major Eustace Loder was for fifteen years in the 12th Lancers, of which regiment he was Adjutant from 1895 to 1899. He won the Derby of 1906 with Spearmint, and his Pretty Polly carried off the Oaks and the St. Leger.

For nearly thirty years the late Mr. Bram Stoker acted as manager and confidential secretary to Sir Henry Irving, with whom he was on terms of intimate friendship. They first met in 1876, and the business relations between them formed two years later lasted until Irving's death in 1905. During that period the takings at the Lyceum Theatre were more than two millions. Mr. Abraham Stoker (to give him his baptismal name) was born in Dublin in 1847, the son of an official at the Castle. At Trinity College he distinguished himself both in studies and athletics. Later, he was for a time an Inspector of Petty Sessions



Photo, Beresford.

THE LATE MR. BRAM STOKER,
Sir Henry Irving's Manager and Confidential Secretary.



Photo, P. P. P.

MR. D. L. ALLEN,

The Airman who left Chester for Dublin on his Monoplane and never arrived.

officer, Mr. Charles Lightoller, whose evidence before the Senatorial Committee in New York was of great importance. On the night of the disaster he was in charge of the ship until 10 p.m., when he was relieved by the first officer, Mr. Murdoch. When the crash came he supervised the lowering of the boats, and stuck to the



MR. CHARLES LIGHTOLLER,

Second Officer of the "Titanic," who had a miraculous escape, and gave important evidence to the Senatorial Committee in New York.

ship until the water was up to his ankles. Asked at the inquiry whether he had sent the women first by Captain Smith's orders, or because it was the rule of the sea, he replied, "It is the rule of human nature." When the *Titanic* was actually sinking, Mr. Lightoller dived into the sea. He was sucked down and twice blown to the surface by explosions under water. He came up near a capsized collapsible boat and clung to it. A funnel fell within a few inches of him and killed many swimmers. Eventually he was picked up by a life-boat. He said, in his evidence, that the speed of the *Titanic* when she struck was between 21½ and 22 knots.

Mr. Sydney Buxton has not had an enviable task in bearing the brunt of the criticism aimed at his Department, the Board of Trade, in regard

SAVED AND LOST: NOTABLE "TITANIC" PASSENGERS.

PHOTOGRAPHS BY TOPICAL (2, 6, AND 9); LAFAYETTE, DUBLIN; GILES'S PHOTO. AGENCY; ILLUS. BUREAU; SPORT AND GENERAL; AND LALLAN CHARLES.



1. MR. HOWARD B. CASE (LOST).
Managing Director, Vacuum Oil Company.
Took a prominent part in getting women and children to the boats; described as "one of the big heroes" of the disaster.

2. MR. ALGERNON H. BARKWORTH (SAVED).
Member of the House of Commons; Secretary of the Admiralty.

4. MR. JOHN HARPER (LOST).
Minister of the Waiworth Road Baptist Chapel, London, formerly of Paisley Road Baptist Church, Glasgow.

5. MR. FRANCIS D. MILLET (LOST).
American artist. Painter of many well-known pictures, including "Between Two Fires."

6. MR. J. P. MOODY (LOST).
Sixth officer of the "Titanic."

7. MR. HAROLD BRIDE (SAVED).
Second wireless operator on the "Titanic." Reported to have dealt with a man who endeavoured to remove the first operator's life-belt. Gave evidence at Senatorial inquiry.

8. MR. H. O. LOWE (SAVED).
Fifth Officer of the "Titanic." A native of Llandudno.

9. MR. J. J. MURPHY (LOST).
Fourth officer of the "Titanic."

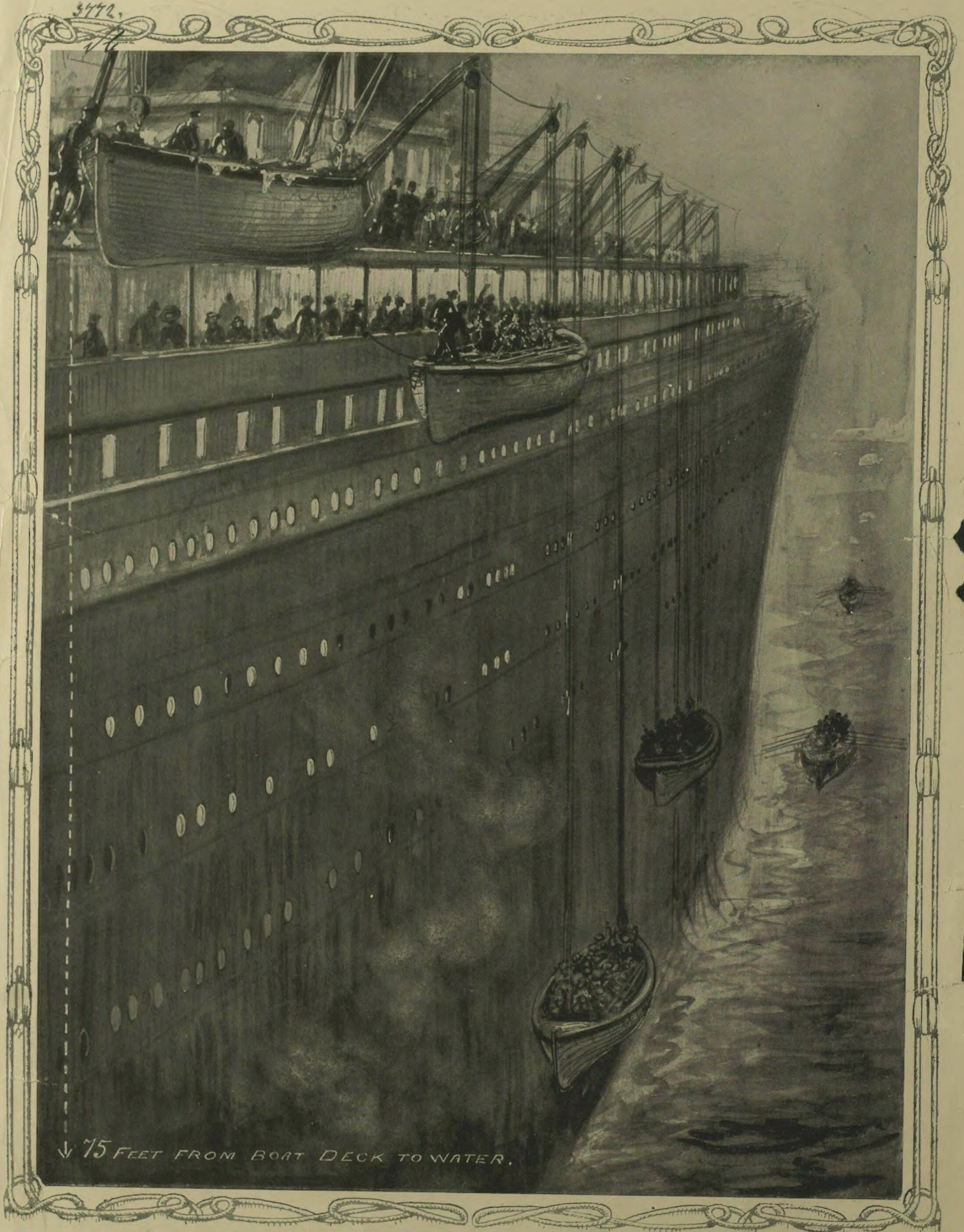
10. MR. CHARLES WILLIAMS (SAVED).
Racquets Coach at Harrow. Reported to have described how Captain Smith swam to a boat with a child before he sank.

11. MR. LAURENCE BEESLEY (SAVED).
Writer of a most lucid account of the disaster. A former Science Master.

12. MRS. W. E. GILL (SAVED).
Wife of the Captain.

THE "TITANIC'S" BOATS: WERE THEY TOO FAR FROM THE WATER?

DRAWN BY C. J. DE LACY.



↓ 75 FEET FROM BOAT DECK TO WATER.

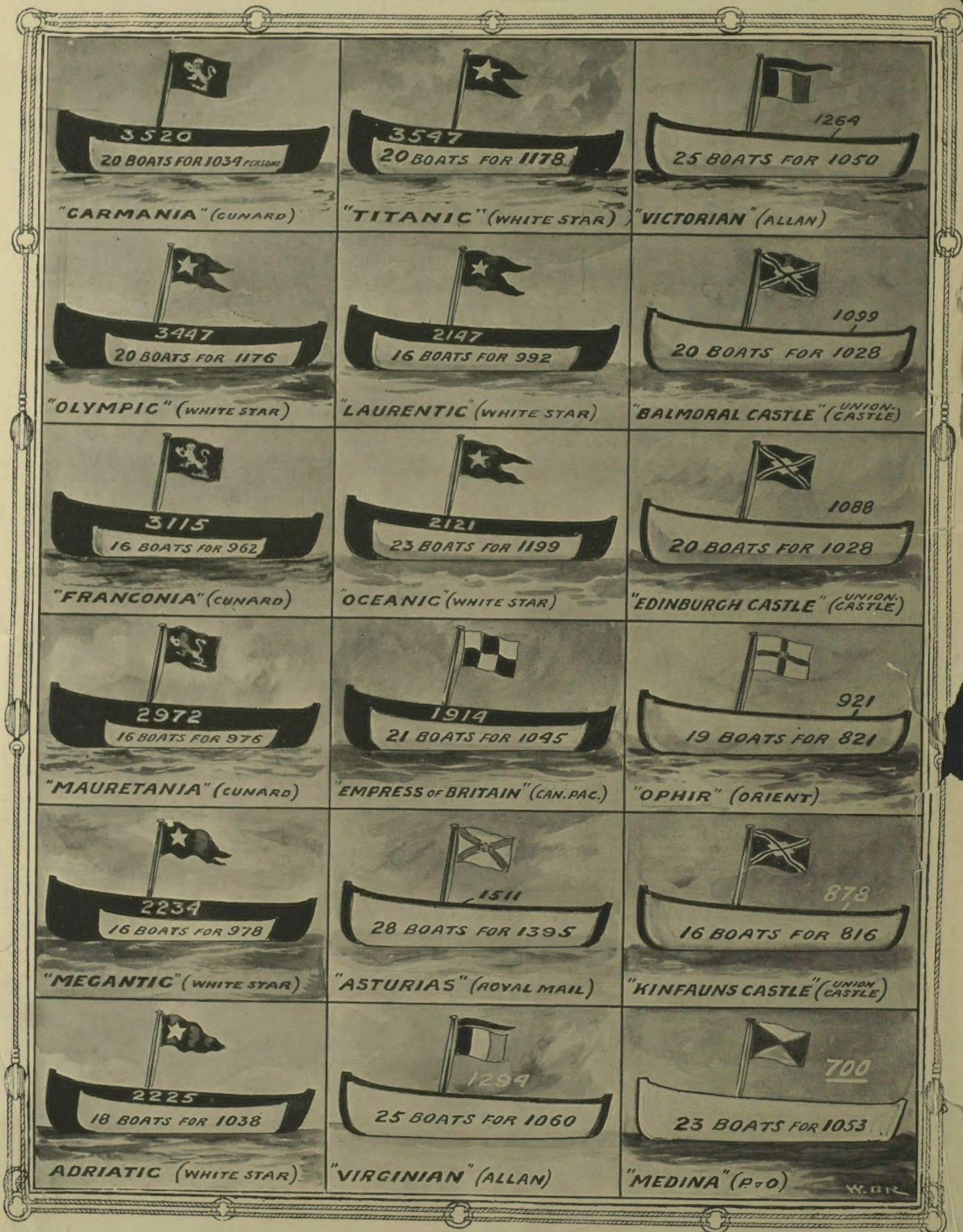
"THE HEIGHT OF A GOOD-SIZED BLOCK OF FLATS": THE SPACE BETWEEN THE "TITANIC'S" BOAT-DECK AND THE SEA.

In the statement issued by a committee of surviving passengers of the "Titanic" appeared the statement that the boat-deck was about 75 feet above water, and consequently the boats were lowered from a great height before the lowering of the boats, thus endangering the lives of the passengers. The maximum number the boats would hold."

"Daily Telegraph," said: "It may be assumed that the Titanic's boat-deck was, say, 70 feet from the water; in other words, the height of a good-sized block of flats. In the case of a boat being lowered from the top, and has reached, say, the middle of the load of people that the boat would hold."

SHIPS CARRIED AND BOATS NEEDED TO SAVE ALL: VITAL FIGURES.

DRAWN BY W. B. ROBINSON.



LINERS AND THEIR LIFE-SAVING CRAFT BEFORE THE DISASTER: WHITE BOATS TO REPRESENT THE NUMBER OF PERSONS FOR WHOM BOATS WERE CARRIED; BLACK TO REPRESENT THE BOATS REQUIRED FOR THE SHIPS' FULL COMPLEMENTS.

As we have noted, the white boats indicate the number of passengers for whom life-saving craft, etc., were provided; the black boats indicate the number of those for whom boats would have to be provided if arrangements were made for the saving of all. Thus the "Titanic" had twenty boats capable of holding 1178; while she was certified to carry 3547 passengers and crew. It should be understood that every vessel shown above carries life-saving craft in excess of that required by the Board of Trade regulations, and has also, amongst other things,

life-belts and life-buoys. Thus no blame can attach to them; and now, in view of fresh experience, it is certain that every line will increase the number of its boats, etc. Some, indeed, have already done so. The figures given above are those supplied by the Board of Trade. By the time they are published here, alterations are likely to have been made in many instances. Again, too, it should be said that boats do not represent the only life-saving devices—the "Titanic" had also, for example, 3560 life-belts and forty-eight life-buoys.

At the Sign of St. Paul!

The inhabitants of St. Paul's Churchyard are much disturbed by soldiers and others . . .



playing nine pins at unaccountable hours.
From a printed notice dated May 27th 1911.

ANDREW LANG ON THE BACONIAN THEORY AND A NEW EXPOUNDER THEREOF.

THE quarrel as to whether the plays of William Shakespeare, the poems, too, were written by that actor, or by Francis Bacon, has been an unlucky quarrel. The Baconian theory flashed simultaneously across the brains of Miss Delia Bacon, an American lady, *jam matula virgo*, no longer in her first youth; and of a Mr. Smith, of English birth, who is reported to have been very excitable.

I have read that a wooer much younger than poor Delia, a fiend in clerical shape, the Rev. Alexander Macwhorter, won her heart, but, somehow, faltered in his stride, and never reached the altar. For this, or any other reason, she became distraught, vainly desiring to exhume the ashes of Shakespeare. Hawthorne kindly wrote an Introduction to her book, which I much desire to peruse, but it has never come into my hands. Then a Judge (U.S.), named Holmes, pleaded for Bacon. He may have been a good Judge, but his ignorance (of Greek, among other things) was to be regretted. Much more ignorant was Mr. Ignatius Donnelly, but he was 'cute enough to perceive that, if he would quote Bacon's authority, the authority of Shakespeare, he needed no evidence. So he invented a cypher, and printed a document full of proof, as several later wool-gatherers have variously done, each discovering a cryptic cypher containing the Secret. The world would not suffer the cryptic revelations: they were too many, and too various, and too ridiculous. *Enfin* Greenwood vint—Mr. G. G. Greenwood, M.P.—and did not stand up for Bacon, but showed how impossible it was for the legal mind to believe that an actor from a dirty country town (he was strong on the insanitary state of Stratford), about whose education no record exists,

WEARING A TONGUE ORNAMENT: A TESO GIRL AND HER TRINKETS.

"Girls and women of all ages in Teso love to accumulate bead necklaces and strings of shells until their necks are really heavily loaded. . . . Note the brass rings hanging from the tongue."
From "On the Backwaters of the Nile."

should have known what Shakespeare knew, and have written what we are told that Shakespeare wrote.

This is quite fair ground of argument. I confess that neither Mr. Greenwood nor I, though we both have the advantage of a University education, could do the thing. But neither of us (at least, of myself, I say it with confidence) has any more genius than his neighbours. Mr. Henley once wrote concerning myself, "What could not Mr. Lang do—if he had genius?" What indeed? I laughed and wondered, but could not guess what adventures, given genius,

I might have achieved. Without genius, what could Napoleon, or Bacon, or Jeanne d'Arc, or any hero or poet have done? With genius, on the other hand, what is impossible? I take up Mr. Crouch Batchelor's new book, "Francis Bacon wrote Shakespeare," and if you are not familiar with Elizabethan literature, and if you want to believe that Shakespeare *did* write Shakespeare, I advise you not to read it. Mr. Crouch Batchelor (if you know no more of the matter than he confides to you, and swallow him whole), will inevitably convince you that Bacon "wrote Shakespeare."

Meanwhile, where are the men specially addicted to the highways and byways of Elizabethan literature? As a rule, these experts "keep on a-saying nuffin." Mr. Swinburne only chaffed, and chaff is not argument. Mr. Churton Collins was only exasperated. I am sorry to say that Sir Sidney Lee and Dean Beeching are not always very convincing.

What I desire is that somebody who is an unprejudiced expert (they are few) should take up this topic seriously, work it through, and, with no violence of invective, should give a well-weighted opinion. Mr. Pollard, of whose views on the problem I know nothing, would satisfy me as umpire; it is a question that demands thorough literary and technical knowledge, knowledge of very obscure subjects. For myself, ignorant as I am, I think the logic of the Baconians inconsistent, frivolous, fantastic; their knowledge very imperfect, amazingly so; but then I may be prejudiced, indeed

I am. Yet, when I said that Ben Jonson's memory, in old age, was imperfect, Mr. Batchelor briefly replies, "Characteristic!" Yet I quoted Ben for the fact—and gave examples. What more could mortal do? But Mr. Batchelor omits the evidence of Ben, and the examples in proof, testifying that his memory was, in his later years, no longer what it had been.



WITH A FELLOW-WARRIOR AS DRESSING-TABLE: A GAN' BRAVE TITIVATING IN A MIRROR ON A FRIEND'S FOREHEAD.

"On the forehead a looking-glass gives a striking and uncommon effect. It may also come in useful if one of your friends happens to want to touch up his war-paint. . . . The wearer of the mirror is a strapping fellow named Latodo, who was famed for the elaborate nature of his costume at every dance. . . . As soon as he can afford it a youth puts on the tight iron rings seen on the upper arm."
From "On the Backwaters of the Nile."



THE KARAMOJO CHIGNON: THREE NATIVES WITH THEIR HAIR FORMED INTO MATS OF CLAY AT THE BACK.

"The Karamojo people like to grow the hair to a great length and gradually form it into a huge mass with clay [etc.] . . . until it forms the chignon seen in the photograph. . . . One old friend of ours, by name Asonar, was quite a standing joke on the station, as he loved to get his locks, fast turning grey, conglomerated into a mat at the back of his neck."
From "On the Backwaters of the Nile."

"ON THE BACKWATERS OF THE NILE."

BY THE REV. A. L. KITCHING.

Illustrations Reproduced by Courtesy of the Publisher, Mr. T. Fisher Unwin.

(SEE REVIEW ON "LITERATURE" PAGE.)



AN AFRICAN VENICE: A MUKENI AND HIS FLOATING GRANARY ON A SUDD ISLAND.

"The Bakeni huts are all built on the islands of floating sudd which clog the channels of the Mpologoma River, Lake Kioga, Lake Salisbury, and the feeder streams. . . . Naturally the most important article of each household's equipment in this African Venice is its 'gondola' . . . Their stores of dry food . . . are kept in granaries, erected on separate islands, which float hither and thither."



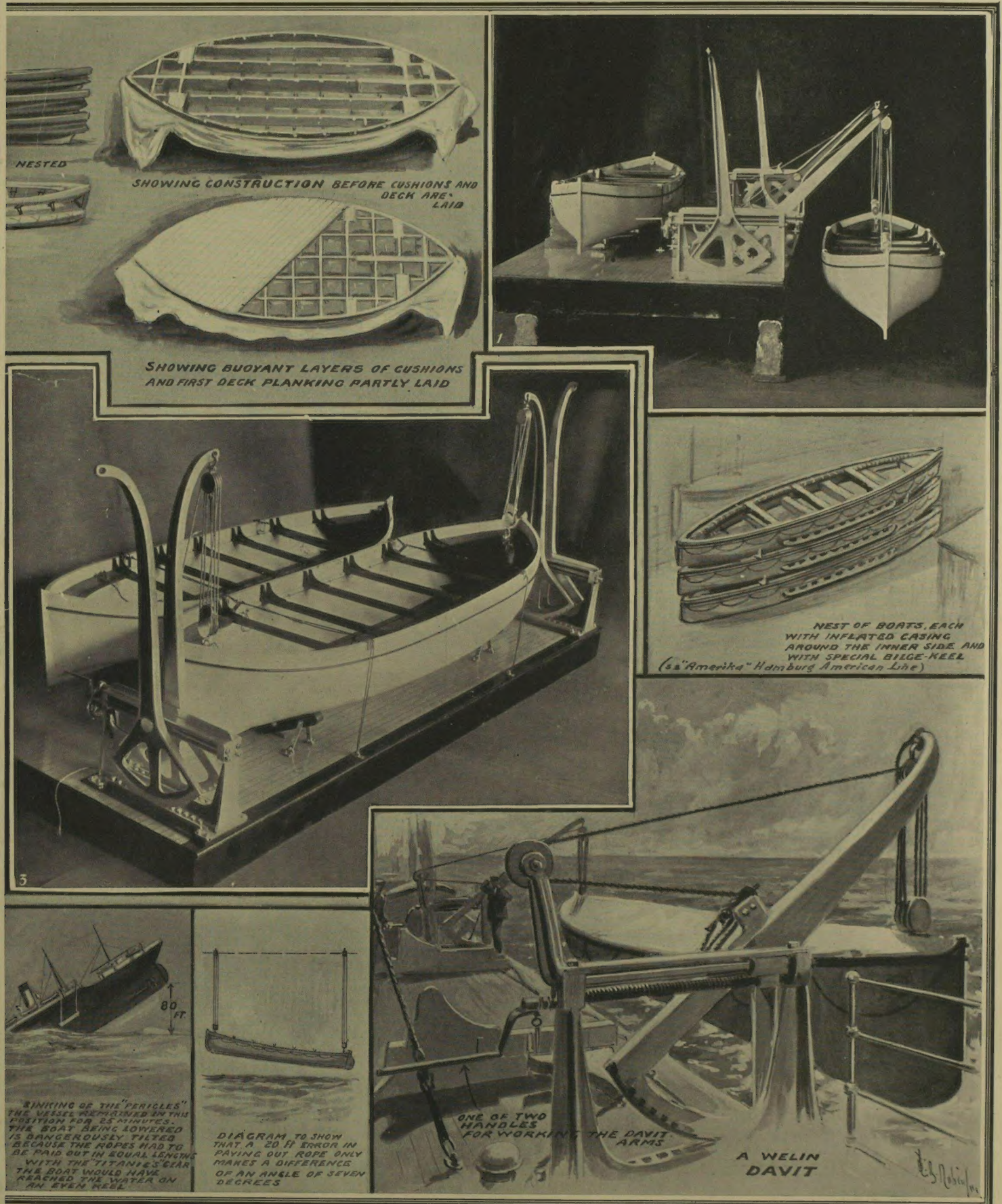
THE CELIBATE SECLUSION: A TUNNEL ENTRANCE TO RAISED BACHELOR QUARTERS AT DOKOFO.

"One of the striking features of the Gan' villages is the special provision of quarters for the unmarried men. Here the principle of no ventilation is carried to an extreme. The huts are small and low, raised up from the ground . . . on a platform of logs. The doorway consists of a round hole just large enough to wriggle through, and the occupants of these huts sleep as many together as can possibly be packed into the scanty floor space."

Reproduced from "On the Backwaters of the Nile," by Courtesy of the Publisher, Mr. T. Fisher Unwin.

CARRIED BY THE "TITANIC"; AND HER DAVITS.

ONE PHOTOGRAPH BY RECORD PRESS; THREE PHOTOGRAPHS BY NEWS ILLUSTRATIONS.



"TITANIC" DISASTER: COLLAPSIBLE BOATS; AND MEANS FOR LOWERING LIFE-BOATS.

case. The Engelhardt, that carried by the "Titanic," is the invention of a Danish sea-captain, V. Engelhardt, and can be launched and expanded in less than half-a-minute. It will float if unexpanded, holding as many passengers as it is allowed to hold when expanded. Expansion is done by two men lifting the cross beams, whereby the rail is raised and the hinged uprights are straightened. The oval seat slides down until it rests on cleaches on the hinged uprights, thus preventing these from bending in. Kapok cushions and cork are among the buoyancy aids. The former, known also as Bombax Vegetaria, grows in Java, resembles cotton or silk floss, and is claimed to exceed in buoyancy any other material, save, perhaps, prepared cork. The Welin Quadrant Davit, that is in use on the "Titanic," provides for the easy manipulation of two boats (one under davits, the other one inboard), and has been proved of great value and efficiency. Photograph No. 1 shows the Welin Davit (in model form), with one boat in position for lowering and one inboard. Nos. 2 and 3 show the same model. No. 4 is of a bargeload of collapsible boats awaiting the arrival of the "Olympic" at Southampton, that there might be on her accommodation for her full complement. It will be noted that the "Titanic" had greater provision for life-saving than the Board of Trade requires.

Science &

Natural History



Photo, Elliott and Fry.

WARNER AGAINST NAKED-EYE OBSERVATION OF THE SOLAR ECLIPSE: DR. H. H. TURNER.

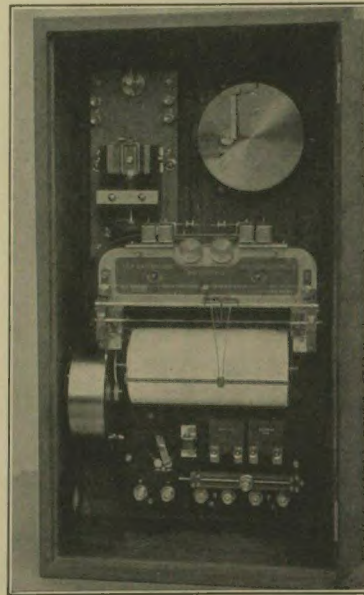
Dr. Turner, Savilian Professor of Astronomy at Oxford, warned the public of the dangers of gazing directly at the sun; hence the use of much smoked glass, and buckets of water for viewing by reflection.

SCIENCE JOTTINGS.

THE FIGHT AGAINST CONSUMPTION.

WE are all concerned with the battle which for years has been waged against the great "white scourge," and it behoves us to lose no particle of interest in the beneficent work undertaken with the

in the Civil Service at large. Contrariwise, they are perfectly right when they urge that fresh air and sobriety are great



THE INSTRUMENT WHICH NOTED THE ACTUAL RADIATION RECEIVED FROM THE SUN DURING THE ECLIPSE: THE CALLENDAR ELECTRIC RECORDER.

Both the records reproduced at the bottom of this page were made by the Cambridge Scientific Instrument Company's Callendar Recorders. Curve No. 1 was obtained by means of a platinum resistance wire contained in a vacuum within a glass bulb. The actual radiation alters the resistance of this wire, and the Callendar Recorder records the variations of this resistance.



THE LARGEST IN THE BRITISH ISLES FOR FIFTY-FOUR YEARS: THE SOLAR ECLIPSE OF APRIL 17. FROM START TO FINISH.

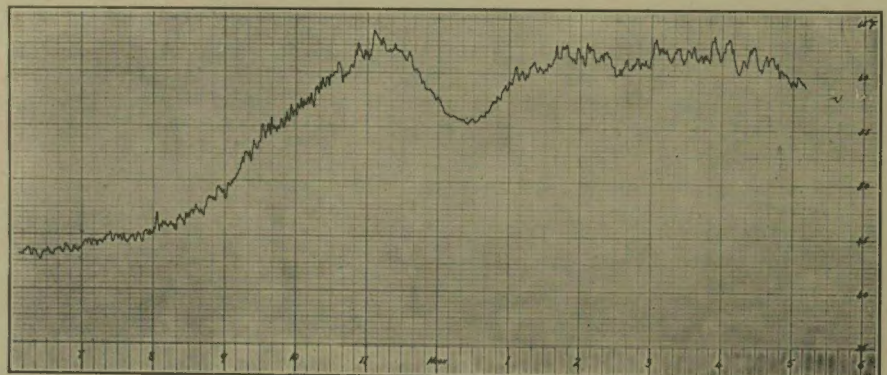
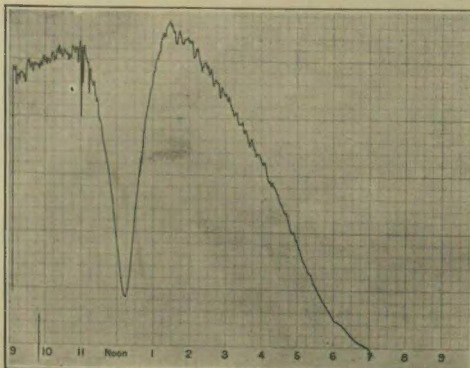
In the Post Office Sanatorium Society, of the members 39 per cent. are outdoor workers, and 61 per cent. of indoor occupation. The former range from letter-carriers to labourers, linesmen, and the like. The indoor workers include telegraphists, sorters, engineers' clerks, and others. Of the 368 cases admitted to the Sanatorium, a slight excess of the outdoor workers was noted. Our authors trace this excess to conditions which make for the lowering of the constitution, and therefore, for easier infection of the bacillus of tuberculosis. Irregular hours

and irregular meals, inferior housing, and probably insufficient food, are held to represent the chief causes of lowered vitality. While our authors reflect largely on alcoholism as a contributory cause of attack, they remark that it is decidedly low as a cause of death

There is no more important part of preventive work in consumption than that represented by the scope and labours of the Tuberculosis Dispensary. Here we have a chance of tackling the malady at its inception. Patients come to the Dispensary for diagnosis of their cases. If found to be suffering from tuberculosis, treatment is advised. The work does not end here. Health visitors are attached to the Dispensary, and these visit patients at their homes. They ascertain if the means for preventing infection are being carried out. They investigate the state of health of those who are most closely associated with the patient—possible "contact cases," as they are called. They impress on the patients and their friends all the hygienic precautions necessary to be taken for cure and for the prevention of the spread of the disease, and treatment is thus at least commenced in the home, while a valuable knowledge of the distribution of tuberculosis in a city or other area is obtained. From such tracing out of cases, the proper material, so to speak, can be obtained for sanatorium treatment.

Not the least important point in connection with the fight against tuberculosis is that which concerns the cost of erecting sanatoria. I have no hesitation in saying that hundreds of thousands of pounds spent in erecting massive buildings have been wasted. You do not need a palace for the treatment of consumption. A building may cost £200,000, and yet be able to accommodate only a miserable handful of patients. All the consumptive needs is a comfortable dwelling in a suitable locality; a shelter where he can be protected from damp and cold winds, and a plain sleeping-apartment. The Germans, ahead of us, as usual, in such matters, long ago adopted the hut-colony principle—cheaply erected, easily taken down and cleaned, and capable of being moved, if it is necessary, at cheap cost. I am glad that our authors see and enforce this point. Sums of money can be spent to advantage in providing treatment for double and treble the number of patients that can be housed in the costly palaces which mistaken benevolence has erected. It is high time we bethought ourselves of spending money wisely in this great cause of suppressing the white plague.

ANDREW WILSON.



PHENOMENA DURING THE ECLIPSE: (1) THE ACTUAL RADIATION RECEIVED FROM THE SUN; AND (2) A RECORD OF THE AIR TEMPERATURE.

The Cambridge Scientific Instrument Company write to us: "Curve No. 1 is a record of the actual radiation received from the sun. You will notice that the radiation rises slowly from the time the curve was started until about 11 o'clock, when a few clouds passed across the sun. This shows how the radiation gradually increases as the sun rises higher in the sky, but you will notice after 11 o'clock, when the eclipse commenced, there is a rapid fall, which is continued until 12 minutes past 12, when the eclipse was at a maximum here at Cambridge. The record then rises again until we get the full normal radiation, which then gradually falls off again as the sun sinks, and finally sets. The second curve is simply a record, with a very sensitive electric thermometer, of the actual air temperature. You will notice that the temperature gradually rises until the eclipse commenced, and then there is a slight fall in temperature."

"S.O.S." IN THE MAKING: THE BIRTH OF PRACTICAL WIRELESS.

DRAWN BY A. FORESTIER.



WITH SHEET METAL "AERIALS" AND "EARTHS": SIGNOR MARCONI ENGAGED ON EARLY EXPERIMENTS IN THE GARDEN OF HIS FATHER'S VILLA AT PONTECCHIO.

The history of wireless telegraphy does not begin with Signor Marconi, but to him must be given the credit of having made it a practical affair. He was but one-and-twenty when he sought to put to use Hertz's laboratory experiments, and set to work in his father's villa at Pontecchio, near Bologna, at first across distances of only a few yards, from room to room, then across longer distances in the garden. The apparatus he employed was very simple, but all the Marconi apparatus now in use is a direct evolution from it. In the transmitter, he used

an induction coil to produce a spark between two balls, one of which was connected to a sheet of metal suspended in the air and the other to a metal plate in the earth. In the receiver he used an improved form of coherer connected to a similar "aerial" and a similar "earth." In 1896 he took out his first patent for wireless telegraphy in England, and three years later he had made such progress that he was able to establish wireless communication between England and France. The later history of his system is common knowledge.

"TILTED STRAIGHT ON END WITH THE STERN VERTICALLY UPWARDS": A PARALLEL TO THE "TITANIC."

DRAWN BY PROFESSOR GEORGE FORBES.



THE RARE WAY IN WHICH THE WHITE STAR LINER FOUNDERED: THE SINKING OF THE STEAM-SHIP "HASLAND" IN THE MANNER IN WHICH THE "TITANIC" IS REPORTED TO HAVE SUNK.

In his very detailed account of the "Titanic" disaster, Mr. Beesley says: "It was impossible to think that anything could be wrong with such a leviathan were it not for that ominous tilt downward in the bows, where the water was by now up to the lowest row of portholes. At about two o'clock, we observed her settling very rapidly, with the bows and the bridge completely under water. She slowly tilted straight on end with the stern vertically upwards. . . . To our amazement, she remained in that upright position for a time which I estimate at five minutes. It was certainly for some minutes that we watched at least 150 feet of the

"Titanic" towering up above the level of the sea. . . . Then, with a quiet, slanting dive, she disappeared beneath the waters." This makes of very much more than common interest the drawing here reproduced, which represents the sinking of the steam-ship "Hasland" in the Gulf of Lyons on March 29 of last year, and is by Professor George Forbes, F.R.S., M.Inst.C.E., who was a witness of the disaster. Not a life was lost, thanks in great measure to the energy and initiative of the vessel's master, Captain T. O'Hara, who was able to command the greatest discipline.

CALLED BY "S.O.S." AND SAVIOUR OF SEVEN HUNDRED AND FIVE SOULS: THE RESCUING LINER.

PHOTOGRAPH BY TOPICAL.



BROUGHT ACROSS THE SEAS BY WIRELESS TO AID THE "TITANIC": THE CUNARDER "CARPATHIA," WHICH PICKED UP THE ONLY PASSENGERS OF THE ILL-FATED LINER WHO SURVIVED THE DISASTER.

When the "Titanic" struck the iceberg which gave her her death-blow, she sent out the wireless call for help—"S.O.S.," which has replaced the old "C.Q.D." This was received by various vessels which hurried to her aid, notably by the Cunarder "Carpathia," whose lot it was to rescue the whole of the survivors—seven hundred and five in all. A New York report to the "Times" said of this, quoting a passenger on the rescuing ship: "About 3 o'clock . . . I went up on to the deck and found that our vessel had changed her course. The life-boats had been sighted and began to arrive one by one. There were sixteen of them in all. The transfer of the passengers was soon being carried out. It was a pitiable sight. . . . Some of the boats were

crowded, but a few were not half full." Another account says: "Dawn was just breaking, when the 'Carpathia's' passengers were awakened by the excitement occasioned by coming upon a fleet of life-saving boats. At that hour the whole sea was one mass of whitened ice. The work of getting the passengers over the side of the 'Carpathia' was attended by the most heartrending scenes." It is said that the "Carpathia's" wireless-operator heard the "Titanic's" call for help only by the lucky chance that he had not turned in on the Sunday night ten minutes after his usual time. The Cunarder landed the survivors at New York on April 18. On the Saturday she resumed her interrupted voyage to the Mediterranean.

AS IT SHOULD BE ON EVERY LINER: LIFE-BOAT DRILL ON A STEAM-SHIP.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS.



1. BOAT-DRILL ON A LINER: CREWS, EACH INCLUDING A COOK, LINED UP BY THE SIDES OF THE BOATS ALLOTTED TO THEM READY TO MAN THEM AT THE WORD OF COMMAND.

2. THE ALARM: SOUNDING THE BUGLE-CALL FOR THE CREWS TO MUSTER AND TO MAN THEIR BOATS.

3. PRACTICE IN LIFE-SAVING ON A LINER: CREWS SWINGING LIFE-BOATS OUT FROM THE DAVITS PREPARATORY TO LOWERING THEM TO THE WATER.

4. WITH HER CREW IN THEIR CORK JACKETS: A BOAT SWINGING FROM THE DAVITS, HALF-WAY TOWARDS THE WATER.

5. NEARING THE END OF BOAT-DRILL: HAULING A BOAT UP A LINER'S SIDE.

6. A BOAT SAFELY ON THE WATER.

7. BEGINNING TO SWING BOATS OUT FOR LOWERING.

8. PUTTING ON CORK JACKETS BEFORE MANNING THE BOATS.

Taking the "Titanic" disaster as a text, but, of course, without definite knowledge as to what happened, there are those who suggest that on some passenger-carrying vessels, at all events, far too little attention is paid to boat-drill, and they state further that on certain liners there is a considerable lack of seamanship among the men, who, by reason of the nature of the vessels on which they sail, are attendants rather than seamen in too many cases. Dealing with this subject, Mr. Gerard Fienner, writing in the "Pall Mall Gazette," says: "It is absurd to suppose that the same degree of discipline and training can exist in the mercantile marine as in the Navy. If the call comes to take the crew off a stricken war-

ship, there are only disciplined men to be dealt with. On board the liner there is a crowd of passengers, first, second, and third class, who have been subjected to no discipline whatever. . . . On board a liner, even if there is a sufficiency of boats, and if a certain amount of boat-drill, more or less perfunctory, takes place, none of the passengers are told off to particular boats. . . . It is wonderful, under the circumstances, that so many as 700 were got safely away from the "Titanic." . . . Next to the sufficiency of the boats carried in point of number, the most important matter is that there should be a sufficient number of officers . . . to take charge of them, and a sufficient number of . . . seamen to man them."

THE WHITE FOE: ICE IN THE SEA-LANE SAILED BY THE "TITANIC."

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND FRIDOLIN.



AKIN TO THAT WHICH GAVE THE "TITANIC," HER DEATH-BLOW: A BERG, WHICH WAS PROBABLY PART OF THE ICE-FIELD ENCOUNTERED BY THE ILL-FATED VESSEL, PHOTOGRAPHED FROM THE "TUNISIAN" A FEW DAYS BEFORE THE DISASTER.



IN THE NEIGHBOURHOOD OF THE "TITANIC'S" COLLISION WITH A BERG: PASSENGERS ON A STEAMER LOOKING AT AN ICE-FIELD.

It is a matter of common knowledge that the "Titanic's" death-blow was dealt her by an iceberg, and it is but natural under the circumstances that the ice in the sea-lane she followed should have been much discussed. In the earliest stage of the Senatorial Inquiry, Mr. Bruce Ismay said, "We were on the southern route—the extreme southern route"; and, further, "It is absolutely and unqualifiedly false that I ever said that I wished that the 'Titanic' should make a speed record or increase her daily runs. I deny absolutely having said to any person that we would increase our speed in order to get out of the ice zone, or any words to that

effect. As I have already testified, at no time did the 'Titanic' during the voyage attain her full speed." The ice drifts in the North Atlantic are a great menace to shipping, and it is asked is there a track outside the ice limit which Transatlantic liners can take? The answer would seem to be "No"; for to get beyond even the average, as opposed to the abnormal limit, would mean an impossibly great détour south, an impossibly great loss of time. After the disaster, and in view of the unusual position of the ice this year, it was decided, very wisely, to change the track of several vessels.

BRAVE AS THE "BIRKENHEAD" BAND: THE "TITANIC'S" MUSICIAN HEROES.



1. MR. F. CLARKE, OF LIVERPOOL.

2. MR. P. C. TAYLOR, OF CLAPHAM.

3. MR. G. KRINS, OF BRIXTON, SOMETIME OF THE RITZ HOTEL ORCHESTRA.

4. MR. W. HARTLEY (BANDMASTER), OF DEWSBURY.

5. MR. W. T. BRAILEY, OF NOTTING HILL.

6. MR. J. HUME, OF DUMFRIES.

7. MR. J. W. WOODWARD, OF HEADINGTON, OXON.

One of the most dramatic incidents of the great shipwreck was the heroic conduct of the band, which, led by Mr. W. Hartley, of Dewsbury, continued to play up to a few minutes of the end. On this subject, as on others connected with the disaster, there have been conflicting statements, but of the main fact there is no doubt. In its careful summary of the various reports, the "Times" said: "That the band played as bravely as that other band in the 'Birkenhead' during a great part of the time that the 'Titanic' was sinking seems

indisputable . . . 'Nearer, my God, to Thee,' and other hymn tunes were, as reported, played for some time. Then the music changed to something lighter (which would explain Bride's statement about the rag-time he heard), and continued until about ten minutes before the end. As they played, the bandsmen are said to have tried to fix on life-belts. It may well be, indeed, that it was not until they were flooded out that they gave up their heroic and self-appointed task." In addition to those of whom we give photographs, there was Mr. R. Bricoux, of Lille.

CHIEF WITNESS AT THE SENATORIAL INQUIRY: THE WHITE STAR CHAIRMAN.

DRAWN BY A. C. MICHAEL.



SAVED FROM THE "TITANIC," ON WHICH HE WAS A PASSENGER: MR. JOSEPH BRUCE ISMAY, MANAGING DIRECTOR OF THE WHITE STAR LINE AND PRESIDENT OF THE INTERNATIONAL MERCANTILE MARINE COMPANY.

The fact that Mr. Bruce Ismay, Chairman and Managing Director of the White Star Line, was one of the passengers saved from the "Titanic," has given the American newspapers, in particular, much "copy," and there seems no doubt whatever that many of them have let their desire for sensation overwhelm both their discretion and their accuracy. Of his escape, Mr. Ismay is reported to have said, in reply to a question as to whether there were any women and children on deck when he got into a life-boat: "What kind of man do you think I am? Certainly there were no women and children around. I thought they had all been

saved. I think that it was the last boat that was lowered that I went into. . . My conscience is clear." Mr. William E. Carter has substantiated Mr. Ismay's statements, saying: "Mr. Ismay and myself and several officers walked up and down the deck, crying 'Are there any more women?' We called for several minutes, and there was no answer. . . Mr. Ismay called again, and getting no reply, we embarked. . . I can only say that Mr. Ismay entered the boat only after he saw that there were no more women on deck." Mr. Ismay, who was educated at Elstree and Harrow, was born at Liverpool on December 12, 1862.



GULLIVER AND THE LILLIPUTIANS.



JONATHAN SWIFT.



PETER TURNING OUT HIS BROTHERS ("A TALE OF A TUB")

Mme. Steinheil's Memoirs. There are no startling revelations in this volume, "My Memoirs," by Marguerite Steinheil (Eveleigh Nash), but there are innumerable arresting points and no fewer than three mysteries. The greatest of the trio is that of the murders in the Impasse Ronsin: on that Mme. Steinheil, who was accused of having "voluntarily dealt death" to her husband and her mother, and that with premeditation, confesses that she can throw no light. The others concern the Memoirs of Félix Faure, "a secret history of France since the Franco-Prussian war" to which she was contributing "a mass of notes and comments throw-



DESIGNED BY MME. STEINHEIL FOR THE FRENCH PRESIDENT, AND SENT BY HIM TO HER WHEN HE WAS DYING: THE FÉLIX FAURE TALISMAN.

"It was a gold locket bearing the initials 'F.F.' upon a diamond anchor, and was set with tiny pearls, rubies, and sapphires, to recall the tricolour. The word engraved upon the anchor, a friendly term, was in Russian, because the President liked everything that recalled his visit to St. Petersburg and the alliance with Russia."

Reproduced from "My Memoirs," by Mme. Steinheil, by Courtesy of the Publisher, Mr. Eveleigh Nash.

ing some light on certain personalities, on certain facts"; and a necklace of five rows of superb pearls which the President sent to her in a gold box set in the heart of a bouquet. Both, she believes, have direct connection with the first. It should be understood that she became the friend and confidante of Félix Faure. "I met him almost every day," she writes, "either in the Bois de Boulogne, where he rode in the morning, or at the Elysée. He would telephone me at any hour of the day. There was always something to do, someone to sound." With his Memoirs, we have already said, she assisted him. In fact, she did much more: for safety, the President entrusted them to her care, and she took them to her house a few sheets at a time. When Félix Faure died—as Mme. Steinheil believes, from over-indulgence in a drug he was in the habit of taking—she hesitated between destroying them and keeping them, and did the latter. The pearl necklace the President gave her in the summer of 1898. She wished to return it, but the most peculiar circumstances compelled her to retain it. The President sent for her. "He was pale and perturbed. . . . At last he began: 'Something dreadful has happened. . . . It is about that necklace. I bought it from a friend, a man of the highest rank. . . . and now I hear that, against my will, I am mixed up in a scandal, which, if it were disclosed, would utterly ruin me.' . . . I should have instantly to resign and even to leave the country. . . . And yet I bought

the pearls to oblige that friend, who, of course, was no more aware than myself of the sudden complications which have arisen. . . . He has been deceived. . . . There is but one way of avoiding all trouble: you must keep these pearls." So it was. Then a strange "German" entered the scene, calling upon M. Steinheil with questions as to papers and pearls. Of the memoirs he was permitted no news; of the pearls he was allowed to buy the majority. His last visit to the Impasse Ronsin, says Mme. Steinheil, was a few weeks before the murders, and on the night of the crime was stolen a dummy packet designed to represent the Memoirs, and substituted for them when their guardian determined that their hiding-place should be changed for

The Nile Backwaters.

(See Illustrations on "At the Sign of St. Paul's" Page.)

In "On the Backwaters of the Nile" (Fisher Unwin), the Rev. A. L. Kitching does not picture the inhabitants of Uganda in very inviting colours, though he assures us that Nature's gentleman is to be found in black even as in white. Not wine and woman but food and woman are the native's main interests. He is Bantu or Nilotic, his god is his belly, to which he offers gifts from any source. A Gan' boy, at any rate, will eat and relish anything he sees his employer eat, knowing that it is free of poison. The Munyamwenge is more discriminating. He will eat what he has seen growing, but declines tinned foods; falling, however, to the temptations of preserved jam, of which the chiefs are so fond that they are all getting into debt for it. The question of dining is much mixed up with that of polygamy, for in Uganda the importance of a wife lies largely in her ability to cook food and even procure it. The equality of the sexes recognised in certain tribes also has a bearing on the marriage and food questions. Since the greater the number of wives, the less the drudgery for any one of them, it is often the women rather than the men who oppose the missionary when he preaches monogamy. Civilisation, by making the earning of a livelihood a simpler matter, causes marriage to become unfashionable. It has also brought about much waste of timber and labour by substituting a taste for two-storeyed houses with impossible staircases for the sentiment of home in the smoky mud hut. Mr. Kitching, however, cannot support the idea that the naked savage is clothed in decency. The wearing of clothes is associated with cleanliness, but generally the native, whether clad or not, is a person of



AS SHE APPEARED IN ST. LAZARE PRISON WHILE AWAITING TRIAL: MME. MARGUERITE STEINHEIL. "I wore a plain black dress, which I made myself in one afternoon in prison. . . . I wore my hair parted in the centre and fastened at the back with a piece of ribbon and a few hairpins. . . . Shoes hurt my feet, and I made a pair of slippers for myself with bits of cardboard, velvet, and fur given me by the sisters."

Reproduced from "My Memoirs," by Mme. Steinheil, by Courtesy of the Publisher, Mr. Eveleigh Nash.



MME. STEINHEIL'S LIFE WHILE AWAITING TRIAL IN ST. LAZARE: OBJECTS SHE USED IN PRISON.

The photograph shows: Slippers made by Mme. Steinheil, for her own wear in prison, of bits of cardboard, velvet, and fur given to her by the sisters; a penny looking-glass, the only kind permitted; a blunt knife; a salt-cellar; a jug; a basin; a coffee-strainer made by Mme. Steinheil from firewood and linen and wire taken from her hat, and a paper bread-basket made by Mme. Steinheil.

Reproduced from "My Memoirs," by Mme. Steinheil, by Courtesy of the Publisher, Mr. Eveleigh Nash.

further security. Mme. Steinheil's deductions from these facts are natural. For the rest, we have only space to say that she deals with unusual power with her childhood and her marriage, her Salon and her friendship with Félix Faure, her imprisonment in St. Lazare, her *Instruction*, trial, and acquittal. Her Memoirs are very well worth reading: they are far from being of common interest.

no morals. It is not to be supposed from this that our author is a pessimist, or despairs about the missionary work he has been engaged in for ten years. Nor is his book composed of entertaining generalities. He has set himself to master various dialects—he is the author of a grammar of the Gang language—believing that a knowledge of his tongue is the real key to the native's heart. Every page in this most interesting volume, which it may be added, is excellently illustrated from the author's own photographs, bears witness to the seriousness with which he has undertaken his task.



THE MYSTERIOUS FIVE ROWS OF PEARLS: THE GOLD BOX IN WHICH FÉLIX FAURE SENT THE NECKLACE TO MME. STEINHEIL.

"President Faure, during the summer of 1898, presented me with a pearl necklace . . . of five rows. . . . I said I should return the necklace on my next visit to the Elysée. . . . Two days later the President sent for me. . . . At last he began. . . . 'Something dreadful has happened. . . . it is about that necklace. . . . I entreat you to keep the necklace in your house.' . . . Many and many a time afterwards I asked the President if he would take the necklace from me."

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IN THE HOURS OF STRONGEST FEELING: THE "TITANIC" SERVICE.

PHOTOGRAPH BY L.N.A.



GATHERED TO SHOW SYMPATHY WITH THE SORROW OF TWO PEOPLES: THE CROWD OUTSIDE ST. PAUL'S
AT THE CONCLUSION OF THE MEMORIAL SERVICE ON APRIL 19.

The special memorial service at St. Paul's on April 19 gave full proof of the truth of Archbishop Tait's words: "Always in their hours of strongest feeling men acknowledge that they need a church." In the choir sat the Lord Mayor; some members of the Cabinet, including Mr. Sydney Buxton, President of the Board of Trade; the United States Ambassador and other diplomats; and representatives of the White Star Line. In the body of the cathedral no seats had been reserved, and rich and poor sat together in the vast

congregation, united in a common sorrow. The altar, stripped of all ornament but the Cross and two tall candlesticks, was draped in black and white, and a black carpet covered the steps. The band, one hundred strong, from Kneller Hall, were seated in front of the choir. The service was simple, but most moving and impressive, especially the rendering of the Dead March in "Saul." Among the hymns were "Rock of Ages" and "Eternal Father, strong to save"—the well-known hymn "for those in peril on the sea."

PRECISELY WHAT THE SINKING OF THE "TITANIC" MEANT: THE ROLL OF THOSE WHO PERISHED.

PHOTOGRAPH BY TOPICAL.



A CROWD EQUAL TO THAT WHICH WAS LOST WITH THE ILL-FATED WHITE STAR LINER: SIXTEEN HUNDRED AND THIRTY-FIVE PEOPLE.
THE NUMBER REPORTED DROWNED IN THE GREATEST OF MARITIME DISASTERS.

By the sinking of the liner "Titanic" after collision with an iceberg, sixteen hundred and thirty-five people were drowned. There were 705 survivors—202 first-class passengers; 115 second-class; 178 third-class; 206 of the crew; and 4 officers. Such figures, informative as they are, do not convey at once the extent of the catastrophe: they transmit to the mind little more than a blurred impression of a considerable number. For that reason, we print this photograph of a crowd totalling exactly 1635, a crowd equal, that is to say, to the roll of those who perished. We have chosen for the purpose part of a photograph taken on Tower Hill when Mr. Ben Tillett was speaking on a recent occasion;

for it was Mr. Tillett whose signature appeared on an extraordinary document drawn up after the disaster by the executive of the Dock, Wharf, and General Workers' Union, which is reported as saying: "We offer our strongest protest against the wanton and callous disregard of human life and the vicious class antagonism shown in the practical forbidding of the saving of the lives of the third-class passengers. The refusal to permit other than first-class passengers to be saved by the boats is a disgrace to our common civilisation." It need not be said that there is no truth in the allegations thus made, and it is good to know that a number of Labour leaders have repudiated the document.

ART MUSIC AND THE DRAMA



MISS BETTY HOOKER
(SOPRANO).
Photo, Dover Street Studios.

the respective merits of performances. A few evenings must elapse before opera becomes once again a part of our daily life, but it is not too soon to congratulate Signor Campanini upon his tenth season as conductor at Covent Garden. It is interesting to note that both houses are arranging benefit performances for the sufferers from the *Titanic* disaster, and there is no doubt about the response of the artists to whom application for assistance is made. London and New York have served in turn as the Mecca of the opera-singers, to many of whom the cross-Atlantic journey is quite familiar. We can recall no case in which a great singer has been lost on the journey.



Photo, Dover S.
MLLE. LYDIA LIPKOWSKA
(SOPRANO).



Photo, Dover Street Studios.
MME. MARIE LOUISE EDVINA
(SOPRANO).

was given, and the Oriana Madrigal Society rendered valuable assistance. For the most part the music was English. Mr. Balfour Gardiner was represented by his "Shepherd Fennel's Dance," and a charming part song. Dr. Vaughan Williams has added to his "Norfolk Rhapsodies," and the third was given for the first time. To

MUSIC.

ALTHOUGH grand opera is now in full swing at the Royal Opera House and in Kingsway, it is too early to say anything about the respective merits of performances. A few evenings must elapse before opera becomes once again a part of our daily life, but it is not too soon to congratulate Signor Campanini upon his tenth season as conductor at Covent Garden. It is interesting to note that both houses are arranging benefit performances for the sufferers from the *Titanic* disaster, and there is no doubt about the response of the artists to whom application for assistance is made. London and New York have served in turn as the Mecca of the opera-singers, to many of whom the cross-Atlantic journey is quite familiar. We can recall no case in which a great singer has been lost on the journey.

In the United States, the London Symphony Orchestra has met with an extremely cordial welcome. American critics and public alike were unprepared for the revelation provided, and they have frankly admitted as much. The Orchestra will be back in London in May, after what may well prove a record journey, and will make its reappearance at the Albert Hall, under the direction of Siegfried Wagner, who has not been seen in public in this country since 1895. One of the leading "Wagner" tenors, Herr Walther Kirchhof, will appear at the same concert.

The concerts of last week did not lack interest or variety. The third of Mr. Balfour Gardiner's series

those who can enter into the rather elusive spirit that



Photo, Dover Street Studios.
MME. LOUISE KIRKBY LUNN
(CONTRALTO).

animates the work, there is much to please in it.



Photo, Dover Street Studios.
MLLE. EMMY DESTINN (SOPRANO).

Extremely happy is Mr. Percy Grainger's new composition for string orchestra, which was encored.

Altogether, the third concert confirmed the favourable im-

pression of the first, and suggested that our latter-day composers who do not seek to achieve too much have plenty to say that is worth hearing. On the night following Mr. Balfour Gardiner's concert, he was presented again in his capacity as a composer under the auspices of the London Choral Society. Mr. Fagge had included in the programme the "News from Whydah," which was only recently introduced to the concert platform. The evening's music opened with the Festival Overture of Mr. Arnold Bax, another of Mr. Gardiner's discoveries, if we are not mistaken. Perhaps the chief interest of the concert attached to the first performance in London of Mr. D. Vaughan Thomas's setting to Gray's Ode, which those of us who are approaching middle age may remember from our school-days. The composer has certainly been inspired by the lines, but he appears to have felt the inspiration rather spasmodically; it is not so much the whole poem as the scattered thoughts in it that stir him in the writing of music that has many dramatic moments, and is extremely skilled, though it does not always remember the limitations of the soloist. Mr. David Brazell fought hard with the scoring of many a passage that worsted him through no fault of his own. Mr. Colebridge Taylor's "Tale of Old Japan" was included in a really excellent programme.

Herr Pauer, who has been giving some pianoforte recitals, is an extremely gifted performer. At a re-

cent concert he fulfilled a programme that might well have worn down a smaller man, without loss of enthusiasm or any departure from a high standard of achievement. Mr. Frederick Lamond has appeared twice at Bechstein's in the week, once alone and once with the young Spanish violinist, Señor Don Juan Manén.



MME. SALTZMANN-STEVENS (SOPRANO).



MME. LUISA TETRAZZINI (SOPRANO).



MME. NELLIE MELBA (SOPRANO).

THE OPENING OF THE GRAND OPERA SEASON AT COVENT GARDEN: SOME OF THE STAR SINGERS.

The first performance of the Grand Opera Season at Covent Garden was given on April 20th, when "Carmen" was presented with Mlle. Tarquinia Tarquini in the title rôle. The management's new productions are to be Wolf-Ferrari's "I Gioielli della Madonna" ("The Jewels of the Madonna") and Zandonati's "Conchita." Further, Boito's "Mefistofele" will be revived, with new scenery designed and painted by Léon Bakst.

Photographs of Mme. Saltzmann-Stevens and Mme. Nellie Melba by Dover Street Studios, and Mlle. Tarquinia Tarquini by Varisch and Aruco.



MLLE. TARQUINIA TARQUINI (SOPRANO).

MISS DILYS-JONES
(CONTRALTO).
Photo, Dover Street Studios.



Photo, Dover Street Studios.
MISS OLGA LOEWENTHAL
(SOPRANO).



MLLE. JANE BOURGEOIS
(CONTRALTO).

WAR-NEWS FROM THE FLYING ENEMY: PAMPHLETEERING BY AEROPLANE

DRAWN BY H. W. KORKKOR FROM A SKETCH MADE SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY H. C. SEPPINGS-WRIGHT, WAR ARTIST WITH THE TURKS IN TRIPOLI.



CIRCULARISING HIS COUNTRY'S FOES: AN ITALIAN AIRMAN, WHO ANNOUNCED THAT BEIRUT HAD BEEN BOMBARDED.

DROPPING POLITICAL PAMPHLETS TO THE TURKS AND THEIR ARAB ALLIES.

Much has been said of the part both heavier-than-air and lighter-than-air flying-machines are playing in the Italo-Turkish War. We ourselves have given a number of illustrations of the Italian army airmen at work in Tripoli, and on various scenes of fighting; but never one so unusual as this. As all the world knows, the Italian flying-machines have been scouting and bomb-dropping; now we see one of them pamphleteering, dropping into the

Turkish lines paper-covered circulars, in booklet form, dealing with the war, printed in Arabic, and addressed to the inhabitants of Tripoli, Benghazi, Derna, Tobruk, and Fezzan, and those of Libya and the neighbourhood. One of these pamphlets Mr. Seppings-Wright sent to England. He says that the airman informed the Turks that Beirut had been bombarded—a statement they did not believe. Mr. Seppings-Wright dates his letter from Zanzour, March 8.

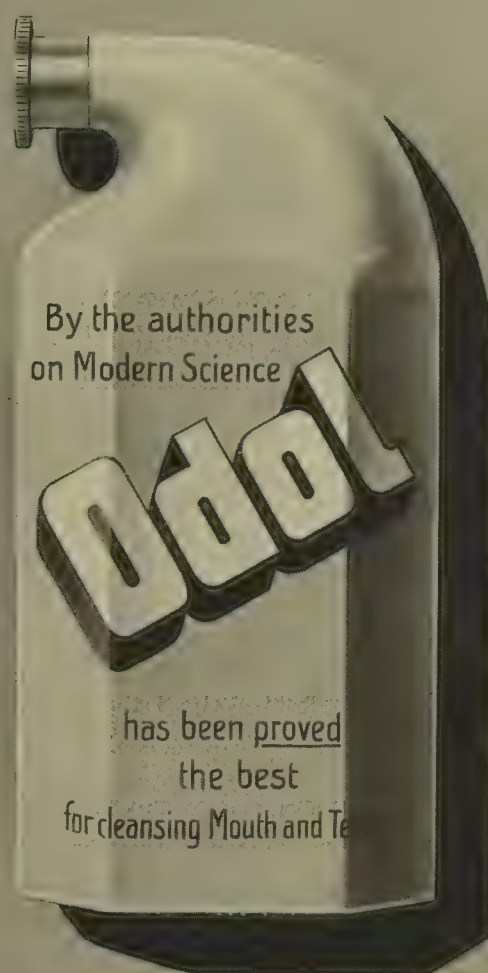
THE ITALO-TURKISH WAR IN TURKEY: THE CLOSING OF THE DARDANELLES.



WAR NEAR THE SITE OF ANCIENT TROY: THE DARDANELLES, FROM KUM KALEH, THE CASTLE OF ASIA,
WITH THE TOMB OF PATROCLUS—THE SCENE OF THE RECENT BOMBARDMENT.

But for the disaster to the "Titanic," which has overshadowed all other contemporary events, no doubt considerably more stir would have been caused than has been the case, in this country, at any rate, by the Italian bombardment of the Dardanelles, which took place on April 18. According to the Turkish account, eight Italian war-ships were engaged from 11.45 a.m. to 2 p.m., and fired 342 shells: one soldier and a horse were killed and another soldier was wounded. The Turkish forts replied, and one Italian vessel, which was hit, left

the firing-line. The scene of the action is one of great historic interest, associated as it is with the Homeric story. Our illustration shows the entrance to the Dardanelles from the *Ægean* Sea, with Kum Kaleh, the Castle of Asia, and the mound sometimes called the Tomb of Patroclus, or the Tomb of Ajax, at the north end of the plain of Troy. Nor far away is Hissarlik, the supposed site of the city of Priam. The river shown in the picture is the classic Simois. The ancient name of the Dardanelles was the Hellespont.



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ART NOTES.

AN Academy Private View without rumours of Chantrey purchases would be like Epsom without book-makers. And with each year's decline of ardour among outside buyers, the money dispensed by the dead hand, and the decisions of the Chantry Trustees, become more and more important. Nobody knows this so well as the members of the Academy know it, and Abbey, an Academician, put the knowledge to account in making an extraordinarily interesting will. Even if the exact terms of the bequest and its workings are as yet unfamiliar, the rumour of the "Abbey purchases" will this year be eagerly inquired after as those of the "Chantry purchases." That the favoured pictures are to go to America is not the least advantageous of the conditions of purchase. The Trustees can start again. One may suppose that the fact of a painter having been bought for Millbank will in no way prejudice his chances of being bought for New York.

The opportunity of opening an important new market for the work of contemporary English painters can be made or marred by the Trustees. Nothing will come of this opportunity if the Academy persists in the illiberal and selfish policy of the past. Let the best work—and the best of English painting is the best in the world—be sent to America, and America will return the compliment by getting and spending in English studios. If, on the other hand, the Trustees again buy narrowly and unwisely, the promise of the Abbey bequest will be spoiled. That there will be comparatively little protest against the unwise selection of pictures that are to cross the Atlantic and pass from sight will not, we are confident, harden the heart of authority in its civil ways.

Mrs. Laura Knight, a Pankhurst of the palette, holds the field at the Leicester Galleries. Her sunlight is quite strong enough to throw shadows; in the gloom surrounding

her astonishing brightness lurks the excellent work of Mr. Knight and Commendatore Walter Crane. In Mr. Crane's portrait of himself may be traced a certain anxiety of expression. An invitation to join the Masters in Florence is still too honourable to be lightly fulfilled. The Italian authorities have, it is true, bestowed their favours somewhat recklessly, but Mr. Crane has obviously bethought

and worthy countenances of paint, so that he has had to send to Florence his own likeness and, to some extent, the likeness of a famous portrait. Mr. Crane may be congratulated on the success of difficult labours.

"Oh, Falmouth is a fine town," sang Henley; but finer than Falmouth are the things beyond. Mr. Algernon Talmage knows the coast, and of his pictures at the Chénil Gallery, Chelsea, two bear the title, "Near Falmouth," and others an unmistakable likeness to the Cornish scene. Nobody who has bathed from the rocks of those parts, and tested the eddying coolness of Falmouth waters, needs the label. The colours of the translucent pools that have refreshed one are more personal than those of the general sea, as one's wife's amethysts and opals are better known and more acceptable than the stones of other ladies' wearing. Mr. Talmage, judged by the majority of his subjects, has a fancy for trees above all things. He is interested in the many-tiered elm, and the oak before it has put out to sea; but he must let us think of him in the first place as a painter who has carried his easel to the cliffs. At least one member of the Press gang would willingly have a hand in forcing him to a seafaring practice. The largest of the pictures shown has been bought for the National Gallery, Sydney. E. M.



THE MOST FAMOUS PICTURE OF A FAMOUS ARTIST LOST IN THE "TITANIC": "BETWEEN TWO FIRES," BY THE LATE MR. F. D. MILLET, IN THE TATE GALLERY.

Mr. Francis Davis Millet, the well-known American painter, was born in 1846 at Mattapoiset, Mass. He served as a drummer-boy in the American Civil War. In 1871 he began to study in the Royal Academy of Fine Arts at Antwerp. In 1877-8 he acted as a war-correspondent in the Russo-Turkish War, and in 1878 in the Philippines. He was an author as well as an artist, and, among other things, translated Tolstoy's "Sevastopol." He shared a studio with Mr. Alfred Parsons at Broadway, Worcestershire. Mr. Millet married, in 1876, Miss Elizabeth Greeley Merrill, of Boston.

him of the great company he is to keep rather than of the unworthy guests in the illustrious gallery. Once and for all, the Watts portrait placed Mr. Crane's among the familiar

prefer it may avail themselves of the gradual-payment system. The catalogue is sent post free and without charge to any applicant who mentions this paper.

THE GRACILE FIGURE.

STOUTNESS A NEEDLESS AFFLICTION

SOME women possess a certain supple gracility, accompanied by elegance and ease of poise and movement, which is all charm; the very perfection of bodily beauty.

When these distinguishing personal attractions begin to disappear beneath a suddenly developing *couche* of subcutaneous fat, the sufferers very naturally look upon the alarming and unexpected change as a great calamity. They dread the appearance of premature old age, fear being looked upon as elderly matrons, and generally worry themselves into a nervous and depressed condition, and a consequent low state of health. Obviously, this is not the proper way to mend matters.

People who take a thoughtful interest in the progress of science, especially of curative science, are well acquainted with the extraordinary features of the Antipon treatment for the permanent cure of over-fatness, or obesity; they have heard of its astounding successes in all parts of the world; and if, peradventure, they have had reason to try it themselves in order to recover normal weight, they are always the most enthusiastic friends of Antipon.

"I am most completely satisfied with the result of the Antipon treatment in my case," writes a grateful lady to the proprietors of Antipon. "It has not only decreased the painful stoutness, but it has had a wonderful tonic effect on my whole system. I feel better than I have done for a long, long time. When I had recourse to Antipon it was a counsel of desperation, for I felt so far from well, so utterly run-down and unfit for any exertion. I feel a different being now."

Hundreds of voluntary letters, the originals of which may be seen at the offices of the Antipon Company, corroborate the above in equally glowing terms.

THE BEAUTY POINT OF VIEW.

The stupendous success of the Antipon treatment is due to the fact that its business is to restore beauty of figure and symmetrical proportions to all external parts—face, figure, and limbs—and at the same time to increase strength and vitality. Wherever the deposition of fatty matter under the skin causes any unshapeliness, that offending excess is eliminated by Antipon, and the "lines" of beauty restored. The over-fulness of waist, hips, etc., falls away, the arms and shoulders regain their beauty of mould, the ungraceful ankles become fine and slender.



STOUTNESS AND ILL-HEALTH ECLIPSED BY ANTIPON.

Another great point is that Antipon acts most beneficially on the skin, having a bracing-up effect; therefore wrinkling is prevented, however much the decrease of the excess fat about the face, chin, etc., may be. The re-beautification of feature and complexion is quite amazing, both to oneself and one's friends.

"After having taken three bottles of Antipon I find I am reduced to normal weight," writes a

gratified lady. "I am leaving this town (Chesterfield) in about a week, and it will be quite a surprise for all my friends when they see what Antipon has done for me."

THE HEALTH POINT OF VIEW.

Those unwise persons who, alarmed at their symptoms of obesity, go in for semi-starvation, violent exercising, and other abuses, are bound to make themselves weak and ill in a very short while, especially if they aggravate the enfeebling influence of these things by taking some wretched drug remedy, ruinous to the digestive system, bad for the nerves, and destructive to the muscular tissue.

Antipon is quite different. First, it has a grand tonic action on the whole system, and is especially beneficial to the digestive apparatus; it promotes a splendid appetite, and the subject may indulge in good, nourishing, enjoyable fare, with the full assurance that nothing but good can come of it; for Antipon, whilst feeding up the muscular tissue with the assistance of the best of food, and eliminating the unwholesome and needless fatty matter, roots out the abnormal tendency to form and store up in the tissues an injurious excess of fat. Thus the cure is permanent, and the renewed slenderness of figure is a possession to be the more treasured because of the new life and vigour and brightness you feel when the course of Antipon is completed.

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A PLEA FOR IDLENESS.

"Father William." At a time when the gospel of speed is preached on all sides, and hustling is the first principle of life, according to which we rush from place to place, regardless, as Matthew Arnold said, of the kind of life we live at each, and thinking only of the time in which we can cover the intervening distance, and race from continent to continent, forgetful of the fate that may deposit us, midway, at the bottom of the sea—at such a time it is good, indeed, to come across a writer who sings the praises of happy idleness and leisure, that *secura*

ago. Readers of the latter book will eagerly welcome its successor, while those who now make acquaintance with Father William for the first time will certainly turn back to the earlier record. The conversation and philosophy of Father William are a pure delight, and so are those of his arch-enemy, "Gran'leyther," not to speak of Ephraim, the blacksmith, who found religion, became a carrier, and joined the Peculiar People, and many other village worthies. Father William himself, the irascible and selfish old shepherd, is mellowed by his biographer's genial humour and tolerant insight. The book, with its reminiscences of old smuggling days, suggests a comparison with Hawker's

on behalf of Earl Grey, who was absent through illness. Lord Robert Cecil, who was among those present, said that the principle of co-partnership, on which the scheme is based, would be the means of settling the differences between capital and labour. Mr. Cecil Harmsworth described the garden city movement as the greatest movement in the direction of social reform in this country. Knebworth is twenty-five miles from London, and can be reached from King's Cross in thirty-five minutes.

At the annual dinner of the Brinsmead Cricket Club, Mr. Henry Billingham, managing director of Messrs



IN THE CITY OF THE REICHSGERICHT AND A FAMOUS UNIVERSITY:
THE NEW RAILWAY STATION IN LEIPZIG.

Leipzig, where the new railway station shown in our photograph is to be opened on May 1, is the seat of the Reichsgericht, the highest Court of Justice in the German Empire, where a recent famous espionage case was tried. The University of Leipzig was founded in 1409, over four centuries before the modern University of Athens, although the latter was, of course, a great seat of ancient learning.

quies et necesse fallere vita extolled by Virgil in a too strenuous age of old. In the prologue to his new book, "Father William" (Edward Arnold), Mr. S. L. Bensusan puts in a plea for intelligent idling, and indicates his attitude to life, by way of explaining "why I have passed long months in a remote East Anglian village content to sit at the feet of Father William, and gather with the extractor of humility the honey of wisdom from the shallow frame of experience." The present volume is, in a sense, a sequel to "A Country-side Chronicle," by the same author, published a few years

"Footprints of Former Men in Far Cornwall," and there are a few curious points of resemblance between the eastern and western dialects. Mr. Bensusan's use of dialect is consummate. The illustrations consist of photographs of real places under fictitious names.

Great interest is being taken in the new garden city which Lord Lytton has initiated on his beautiful estate at Knebworth, in Hertfordshire. The ceremony of cutting the first sod was recently performed by Mrs. Cecil Harmsworth,



WALKING IN "THE EYE OF GREECE": THE KING AND QUEEN OF THE HELLENES
AT THE RECENT CELEBRATIONS IN ATHENS.

Athens, "the eye of Greece," as Byron called it, has recently been celebrating the 75th anniversary of the foundation of its University, and that of the declaration of Greek Independence in 1832. There has also been held there at the same time the 16th International Congress of Orientalists, whose opening meeting took place in the Parthenon. The photograph shows the assemblage leaving the Parthenon.

John Brinsmead and Sons, Ltd., the famous piano manufacturers; dwelt, in the course of his speech, on the good comradeship which had always existed throughout the staff, and which owed its origin to the late Mr. John Brinsmead. Mr. Thomas Hall, the works manager, is going to Australia to cement the friendship existing for so many years between the music trade in Australia and the old manufacturing house of Brinsmead. All those present wished him Godspeed and a safe return, and he was presented with a gold watch.

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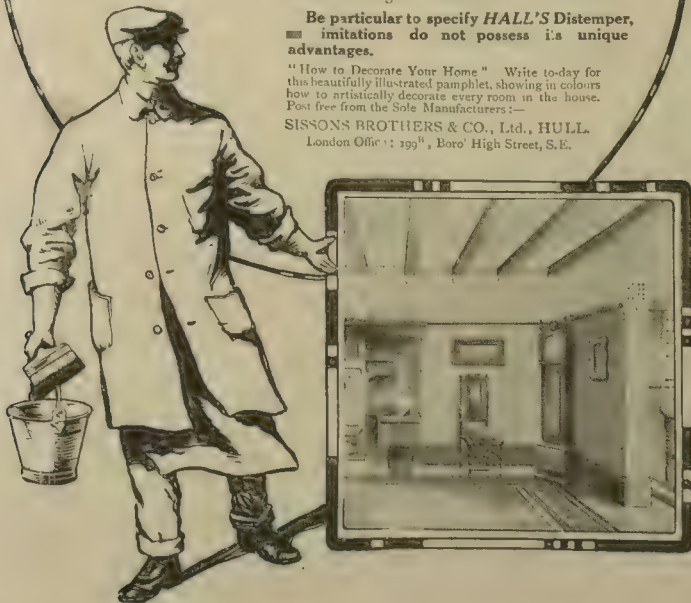
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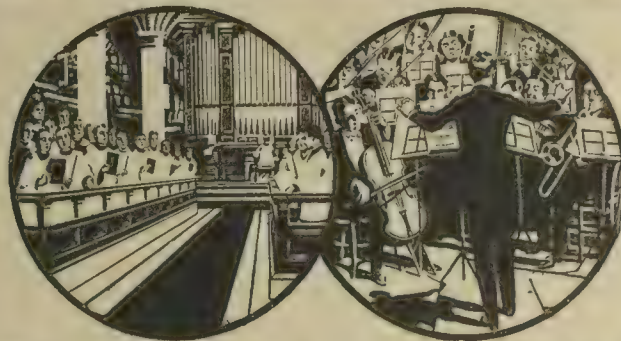
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"THE ROMANCE OF AERONAUTICS."

WE are rapidly reducing Aeronautics to an exact science which can be taught along well-tried lines. In this way material progress will most certainly be attained. But there is the fear that much of the glamour and fascination of the pursuit will disappear. Assuredly to-day one can find many people able to teach us the practical side of aeronautics, but very few who can stir the emotions by showing us the romantic side. Mr. C. C. Turner, the author of "The Romance of Aeronautics" (Seeley, Service), has his credentials in that he has been a passenger on several adventurous balloon flights, and has won his pilot's certificate as an aviator. He has made a painstaking study of the subject, and has amassed an immense amount of material. But he seems to have no clear

possibilities of human flight. Without any recourse to fiction we have more than enough material at hand now to compile therefrom the true and stirring history of man's conquest of the air. This would, indeed, make a splendid work; but aeroplanes by the hundred will be invented and made ere the one man comes forward to write the classic romance of the air. Mr. Turner does not appear to possess the vital qualifications, but his attempt, which is praiseworthy and courageous, should serve as an incentive to other aspirants. In a way not conveyed by the title, Mr. Turner's book is quite enjoyable: the enjoyment being derived, not so much from the sense of romance as of reality. To be sure, there are occasions when the author catches something of the true spirit

of romance, as when he tells some of his own adventures in an unaffected manner, and when he quotes long extracts from the life-story of the Wright Brothers. These instances serve to accentuate the practical nature of the other parts of the book. After all, the title does not really affect the value of the book, and it well deserves buying and reading, for it contains much information, is interesting, and is well illustrated.

Many of our readers will be interested to learn that the King of Greece has honoured an English firm—Messrs. Lever Brothers, Ltd.—with a Royal Warrant of Appointment as Soapmakers to his Majesty.

From Avonmouth Dock the other day the Canadian Northern Royal Liner *Royal George* left for Halifax, N.S. This sailing closes the winter service to Halifax, and the R.M.S. *Royal Edward* will shortly open the summer season to Quebec and Montreal. The *Royal George* had on board a large party of settlers, many of whom have already obtained situations at good wages; while others will be taking up farming on their own

account. The Canadian Northern Railway Emigration Department sent out a large party, including a number of farm-labourers and domestic servants, who will at once go to places which have been secured for them. On

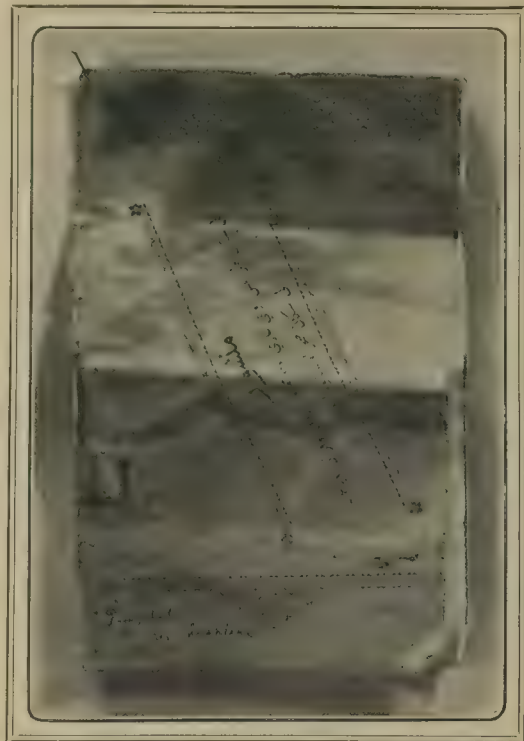


Photo. Delina.

THE MURDER OF FRENCH OFFICERS AT FEZ; SHEREFFIAN TROOPS WITH ONE OF THEIR FRENCH INSTRUCTORS.

On April 17 some of the Sultan of Morocco's Sherrefian troops at Fez mutinied, on account of some new regulations as to their pay. They shot about eight of their French instructors and, it is said, massacred many Jews. They also looted the French bank and other buildings. A French force at Mekinez promptly moved to Fez, and after a fight at the gates restored order in the capital. Some Sherrefian regiments under British instructors remained loyal.

conception of the meaning of "Romance"; and, indeed, his practical nature appears suspicious of the jade and her merry tricks. Thus, instead of the romance of aeronautics, we get a useful and instructive miscellany of fact, clearly and simply written, and quite interesting in itself. But the magician's touch is wholly lacking, and in such a work we would sometimes exchange a good many dull facts for a more inspiring treatment. The subject is one which offers splendid opportunity for the imaginative literary man, provided he gets his basic facts right. The old writers give many suggestive examples; and a few moderns, like Kipling and Wells, have demonstrated the romantic



DROPPED FROM AN ITALIAN AEROPLANE INTO THE TURKISH LINES; A PAMPHLET IN ARABIC ADDRESSED TO THE NATIVES OF TRIPOLI.

On another page we illustrate the scene in the Turkish lines in Tripoli when an Italian airman recently dropped a number of pamphlets printed in Arabic. These dealt with the war, and informed the Arabs of the bombardment of Beirut, a statement which they did not believe.

Photograph supplied by Mr. H. G. Seppings-Il right.

board they travel under the care of a conductor and a matron, and on arrival in Canada officials of the Canadian Northern Railway will be waiting to receive them.

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This wonderful book, in which she tells her own story, giving full particulars of her discovery, and information how to Permanently Remove Superfluous Hair, will be given Free to every woman applying for same within ten days.



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The task undertaken by this beautiful Parisian scientist is filling a want among women which has long been too apparent. It is the duty of every person to do some good in this world, and Kathryn B. Firmin is doing even more than her share. She is giving the benefit of her knowledge, experiments, and personal experience so that others afflicted as she was may gain and for ever maintain a hairless face, neck, and arms.

No longer need any woman submit herself to the painful electric needle or other torturing apparatus; the worthless and injurious pastes, powders, and burning liquids can all be cast aside, and no woman need resort to the masculine and disagreeable necessity of shaving herself with a razor. Before making the remarkable discovery which permanently removed her superfluous hair, Kathryn B. Firmin suffered untold agony and numerous disappointments. Her own face and features were nearly ruined by the use of the many worthless preparations recommended to her, but at last Fortune smiled—her labour was rewarded, and the simple method she perfected not only wrought a seeming miracle in her own case, but has produced equally astonishing results for thousands of other women throughout the world. Madame M'LEOD, of Edinburgh, Scotland, says:—"All the superfluous hairs from my face and neck have completely disappeared." Mrs. M. H. BREARLEY, of Stone Chair, near Halifax, writes:—"I must write to say that I am very well pleased with the results of the Roman Solvène treatment. I consider the Solvène is all that you represent

it to be." Mrs. S. BRADLEY, of Dublin, writes with reference to the Roman Solvène:—"I am quite satisfied with the marvellous results it has produced in my case, for my superfluous hair has disappeared, and you will quite understand how pleased I am to be free from that disfigurement." Miss F. BOND, of Forest Hill, writes:—"I am writing to say how pleased I am with Roman Solvène. I find it is most successful, and I am writing to say how pleased I am to think that my face is free from that ugly superfluous hair."

Her discovery has been proclaimed as the most wonderful, simple, and efficacious ever known to medical science. Yet its use does not require the hand of an expert, and any woman can at all times remove every superfluous hair desired in her own home, by herself, on herself, without pay, publicity, or inconvenience.

Lack of space makes it impossible to fully explain this wonderful new discovery, but Mrs. Firmin has written a most interesting treatise giving all necessary information and full particulars regarding the exact process by which she removed her own superfluous hair. Arrangements have been made for distributing a limited number of these treatises, absolutely free, to lady readers of this paper who write for it at once. Simply send the special coupon below to-day, with your name and address, enclosing two penny stamps to help cover cost of postage, and this complete information will be sent you without charge, and places you under no obligation whatever.

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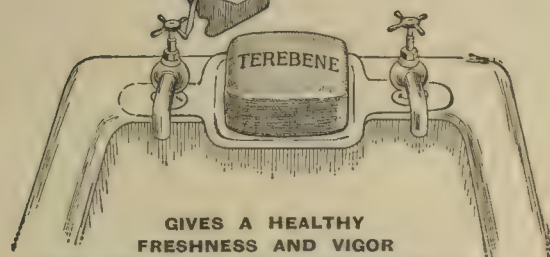
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THE PLAYHOUSES.

"BEN HUR" REVIVED AT DRURY LANE.

"BEN HUR," with its romantic story, its atmosphere of religion and its ambitious spectacular effects, is no novelty at Drury Lane, the American adaptation of General Lew Wallace's novel having been presented at this same theatre some eight years ago. It met then with a prodigious success, and deserved, and still deserves, success. There are those who may object to its detailed references to the acts and words and personality of the Founder of Christianity, and may resent the mixture in its dialogue of Americanese and phrases from the Bible, but it has the great merit of telling its tale, and that a good tale, in exciting and straightforward fashion. It is melodrama, but it is melodrama that holds the playgoer's attention. It is also melodrama superbly mounted. The equipments of the galley, the dances in the Revels of Daphne, and in especial the scene of the great chariot-race, are all most picturesquely arranged. The acting provided in this revival deserves, on the whole, the warmest commendation. Mr. Frederick Ross, Mr. Charles Rock, Mr. Clifton Alderson, and Miss Kate Rorke are players too experienced not to know how to declaim and adapt themselves to the broad style that is here required. Mr. Wontner hardly seems to have voice enough for the part of Ben Hur.

"IMPROPER PETER." AT THE GARRICK.

The formula which Mr. Monckton Hoffe favours in his sentimental comedies is that which plunges innocence into an ugly situation. You remember the raffish associates and surroundings of the heroine of his "Little Damsel"; in his story of "Improper Peter," his pretty governess, Periwinckle, is put at the mercy of worse types than the damozel's friends, and might thank her stars that she met her host Peter just in time to be saved from disaster. For this girl, with an ingenuousness which it is hard to credit in any young woman who is earning her own living, is so fond of her lover that she is prepared to be "married in sight of heaven," and waive any actual ceremony for the time being, while her talk is babyish, her sense of the world less than that of a "flapper," her willingness to obey orders quite pathetic. When, to oblige his caddish young friend, Charles Stancombe, Peter puts up Periwinckle on board his yacht for the night, she is out of danger, in one sense, and yet is involved and involves the kind, middle-aged owner himself in a more than awkward predicament. For Peter has a wife separated from him and anxious to divorce him, and while he and his girl-guest are at breakfast, in walks this lady to draw the worst conclusions and threaten both with exposure and scandal. Though after the divorce proceedings, happiness seems assured to Peter and the little governess, for Periwinckle is soon cured of her infatuation for Charles, and transfers her affections with lightning quickness to her host, we are to suppose that the girl must be content to live under an unmerited stigma, and that Peter must be baulked of all his hopes of a career in Parliament. Common sense, you will perceive, is not a strong point of either Mr. Hoffe's characters or of his fable—indeed, the plot is worthy of a cheap novelette. But there is wit in his dialogue, there is an abundance of sentiment in his scenes, and he gives us some neat strokes of humour in the intervention of Charles's father, a

politician whose resolute determination to see vice where it does not exist is most amusingly suggested. Mr. Frederick Kerr is irresistible in this part. Mr. Bourchier is good-nature itself as the ill-used Peter; and Miss Julia James, a recruit from musical comedy, is delightfully fresh and



DECORATIVE WORK ON THE RESTORED CAMPANILE; THE BEAUTIFUL GATEWAY IN THE BALUSTRADE IN THE LOGGETTA OF SANTAVINO AT THE BASE.

girlish in the role of Periwinckle, almost makes her naïveté seem natural, and creates a sort of fairy-tale atmosphere for this very unsophisticated drama.

"THE APPLE OF EDEN." AT THE NEW PRINCE'S. Ever since "The Prisoner of Zenda" was dramatised, Anthony Hope has had innumerable imitators, but it was

gentleman are the leading figures. "The Apple of Eden," a play written by Mr. G. Carlton Wallace for the New Prince's, belongs to this type, and deals with the fortunes of a runaway queen and of a British hero who falls in love with her and carries her off to a mountain cottage. Queen Margaret has a drunken and brutal husband, she is beset by spies, she is carried off by robbers, but, in one respect, she runs a-tilt against the proprieties of melodrama, for she lives as her lover's bride without revealing the fact that she is a married woman. There are, however, so many stirring passages in Mr. Wallace's drama that his patrons seem quite willing to forgive the romantic pair their lapse from strict morality, and the play has the benefit of such a charming heroine in Miss Nora Kerin, such a manly hero in Mr. Henry Lonsdale, such quaint comic relief, and such excellent representation of villainy given by other members of the cast, that the Messrs. Melville ought not to need a successor to "The Apple of Eden" for several months.

There is a double interest in Mr. Harry Parker's volume entitled "Naval Battles" (T. H. Parker, 45, Whitcomb Street), in which he has arranged chronologically a catalogue of Sir Charles Cust's unique collection of old prints of British naval engagements. As Mr. Parker has added to each item in the catalogue a concise account of the battle it represents, he has, incidentally, told the story of the British Navy in action, from the Roman invasion of Britain in 55 B.C. to the war with China in 1859. Thus the book will appeal to students of naval history as well as to collectors of prints and engravings. Many of the more important battles are illustrated.

As a permanent record of the Indian section of the Festival of Empire, held at the Crystal Palace last year, it was arranged that four quarterly numbers of the "Journal of Indian Art" should be devoted to an illustrated account of that most interesting exhibition of Indian art and industry. The first of these four parts has already appeared: the other three are promised in July, October, and January or April next. Part I., which has a new cover-design, contains details of the Indian exhibits, articles by Sir Melville Beachcroft, Mr. Walter Crane, Mr. T. W. Rolleston, and others, and a number of excellent illustrations, some in colour. The Journal, which has been in existence since 1884, is published by Messrs. W. Griggs and Sons, Ltd., Hanover Street, Peckham.

In that university of books of which Carlyle spoke the fees are becoming smaller and smaller. Hardly had we become accustomed to obtaining the quintessence of modern thought and science at a shilling a volume, than a new enterprise offers somewhat similar intellectual pabulum in a still cheaper form. Messrs. T. C. and E. C. Jack have issued the first twelve of "The People's Books," neat little cloth-bound volumes at sixpence net each, of which sixty in all are at present contemplated. Among the first twelve is an interesting survey of the Woman's Suffrage Movement, by Mrs. Fawcett. Prof. Herford, of Manchester University, writes on "Shakespeare"; Prof. Cohen, of Leeds, on "Organic Chemistry." Other volumes deal respectively with "Botany," "Heredity," "Electricity," "The Stars," "Henri Bergson," "Roman Catholicism," "Mary Queen of Scots," and "Dante." There is also a poetical anthology, entitled "Pure Gold."



THE TOWER AT VENICE WHOSE BELLS WERE TO BE HEARD BY THE POPE IN ROME: THE RESTORED CAMPANILE OF ST. MARK'S.

It was arranged that on April 25 the restored Campanile of St. Mark's at Venice should be inaugurated, and that the sound of its bells should be conveyed to Pope Pius X. in Rome by means of the telephone, and also recorded for him on a phonograph. It will be recalled that the original Campanile collapsed on July 14, 1902, and has been rebuilt.

not till the opening of the Lyceum as a house of "popular" drama that the melodramatists laid hands on his scheme. From that time onwards, the Ruritanian convention has been much in evidence, and there seems no surer "draw" just now with unsophisticated audiences than a story of love and adventure, in which a foreign princess and an English

Manchester University, writes on "Shakespeare"; Prof. Cohen, of Leeds, on "Organic Chemistry." Other volumes deal respectively with "Botany," "Heredity," "Electricity," "The Stars," "Henri Bergson," "Roman Catholicism," "Mary Queen of Scots," and "Dante." There is also a poetical anthology, entitled "Pure Gold."

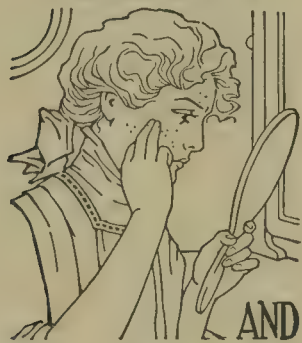
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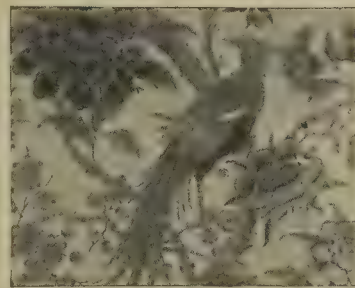
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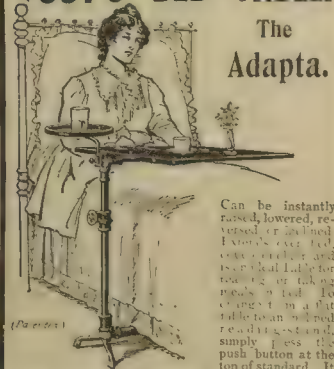
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WILLS AND BEQUESTS.

THE will (dated July 7, 1910) of SIR GAINSFORD BRUCE, P.C., lately one of the Judges of the High Court of Justice, of Yewhurst, Bromley, who died on Feb. 24, is proved by the widow and John Bruce Williamson, the value of the property being £45,582. He gives £500 and the household effects to his wife, and she is to have the use of Yewhurst; a freehold house in Newcastle and £200

died on March 16, are now proved, the value of the property being £226,989. He gives £1000 and his residence and furniture to his wife, and during widowhood she is to receive £2500 a year, or £400 per annum should she again marry, with power of appointment, to his children and others, over the capital sum producing such annuities; £100 each to his children and executors; and the residue to his children, Alfred Robert, William Ernest, Percy Reginald, Edith Jane Willson, Amy Louisa Alexander, and Mabel Gertrude Wedekind.

The will (dated May 18, 1909) of Miss ANNA MARIA LONGUEVILLE, of Penylan, near Oswestry, Salop, who died on Feb. 23, is proved by Thomas Longueville, and Lieutenant-Colonel Reginald Longueville, the value of the property amounting to £95,998. The testatrix gives her indoor and outdoor effects to the owner of Penylan; her plate to her three nephews; jewels to her niece Mary Margaret A. J. Longueville; £2000 to the Vicar of the Parish Church of Oswestry, towards the payment of the curates; and nine thirtieths of the residue to her nephews, Reginald and Edward Longueville, seven thirtieths to her nephew Francis Longueville, and five thirtieths to her niece Mary M. A. J. Longueville.

The will of MR. HENRY FRANCIS DICKINS, of Atherstone, Eton Avenue, Hampstead, and White Hall, Hayes, Chairman of Messrs. Dickins and Jones, Regent Street, who died on March 12, is proved, the value of the property being £347,011. The testator gives £500 and his two residences to his wife; £3000 to his granddaughter Dorothy Agnes Dickins; £2000 each to other grandchildren; £250 each to the executors; £250 each to his nieces Maria Gertrude Briggs and Amy Pollexfen; £100 each to Henry G. M. Taylor and the Rev. Arthur C. Pridgeon; and legacies to persons connected with his firm and to servants. One fourth of the residue he leaves in trust for Mrs. Dickins for life, or widowhood, or one eighth should she again marry, and subject thereto such residue goes to his sons, Henry Percy Tavener Dickins, Vernon William Frank Dickins, and Wyndham Harold Dickins.

The will and codicil of MR. WILLIAM DODGE JAMES, of West Dene Park, Chichester,

and 38, Bryanston Square, who died on March 22, are proved by John Arthur James, brother, and Sir Charles Stewart Forbes, Bt., brother-in-law, the value of the estate being £250,000, so far as can at present be ascertained. The testator gives £2000 to his wife, and her income is to be made up to £4500, or £8000 per annum, as the case may be; £120,000 to his daughter Helen Millicent Howard; £100,000 each in trust for his other daughters; £10,000 to his brother John Arthur James; £5000 to Sir Charles S. Forbes; £3000 to his cousin Henry A. James; £5000 to his cousin Mary Elizabeth Boyd; and legacies to servants. The West Dene Park estate and the residue of his property he settles on his son.

The following important wills have been proved—

Lieut.-Colonel Philip Saltmarsh, D.L., Saltmarsh, Howden, Yorks	£149,798
Sir James Charles Inglis, The Dene, Rottingdene, General Manager of the Great Western Railway Company	£124,553
Mr. Andrew Greenhalgh, Wallfield, Whitefield, near Manchester	£114,402



Photo. H. A. Kennedy.

AN EXAMPLE OF THE MIGHTY FORCE WHICH DESTROYED THE "TITANIC": AN ICE-FIELD IN THE STRAITS OF NORTHUMBERLAND.

The Straits of Northumberland lie between Prince Edward Island and the coast of Nova Scotia and New Brunswick. The photograph was taken during a winter crossing from Prince Edward Island to Nova Scotia.

to his brother John; £300 to his clerk; and legacies to servants. All other his property is to be held in trust to pay five ninths of the income thereof to his wife during widowhood, and two ninths each to his daughters. On her death, or remarriage, the residue goes to his son and daughters equally.

The will and codicils of MR. WILLIAM BOWLAND FAULKNER, of The Burrs, Herne Bay, late head of Messrs. W. and F. Faulkner, tobacco-manufacturers, Blackfriars, who



Photo. H. A. Kennedy.

LIKE VICTORIA REGIA LILIES: PANCAKE ICE IN THE STRAITS OF NORTHUMBERLAND.

This form of floating ice bears a strong resemblance in shape to the leaves of the great Victoria Regia water-lily, some of which are seven feet in diameter, and will support a man. It was illustrated in our issue of October 29, 1910. A specimen can be seen in the Gardens of the Royal Botanic Society. Ice similar to the above was encountered by Sir Ernest Shackleton in the Ross Sea. A photograph of this "pancake ice" appears in his book, "The Heart of the Antarctic."

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The only way to secure beautiful, well-shaped, and properly placed ears is by means of the Claxton Patent Improved Ear-Cap. This should be worn in the nursery, or during sleep, and it will gently but surely do what is necessary. The Claxton Ear-Cap is beautifully made on scientific principles, so that no discomfort whatever is experienced, and the pressure exerted is so imperceptible that the circulation is perfectly free, and in a short time the need for its use ceases. The Claxton Ear-Cap prevents the child's hair tangling, and ensures breathing through the nose during sleep, a point of the greatest importance as regards the health and freedom from throat and lung affections. The



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and over the head from lobe to lobe of the ears is

Name

Address

The Illustrated London News, 27/4/12.



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Is your face covered with pimples, blotches, blackheads, or spots? Is your skin disfigured by eczema? Have you an itching rash all over your chest or back? Are you troubled by a breaking-out or raw place on your leg that irritates and worries you day and night? Apply Antexema, and you will instantly get rid of the itching, burning pain. Go on applying it, and soon your skin will be so clear and healthy you will be proud of it, instead of being worried as you are now. Our confidence in the certainty of Antexema curing you is due to the fact that during the last twenty-five years it has worked hundreds of thousands of similar miracles. Antexema has cured skin sufferers who suffered martyrdom and failed to get the slightest benefit from doctors, hospitals, or any other treatment whatever.

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Antexema is not a greasy ointment; it does not soil your clothing, you need no bandages with it, and it does not show on your skin. It was a doctor's discovery, and you have only to use it once to be enthusiastic over its merits. If your skin is unhealthy start your cure now. Delay is dangerous.

Do your duty to your skin. Go to any chemist or stores and get a bottle of Antexema to-day. Boots' Cash Chemists, Army and Navy, Civil Service Stores, Harrods', Selfridge's, Whiteley's, Parke's, Taylor's Drug Stores, and Lewis and Burrows' supply it at 1s. 1½d. and 2s. 9d. per bottle, or direct, post free, in plain wrapper, 1s. 3d. and 2s. 9d., from Antexema, Castle Laboratory, Jeffreys Place, London, N.W. Also obtainable in India, Australasia, New Zealand, Canada, South Africa, and throughout Europe.



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THE CHRONICLE OF THE CAR.

Our Absurd Lighting Laws.

The Coventry and Warwickshire Motor Club has done well to call the attention of manufacturers and motorists generally to the danger of driving cars at night which are equipped with a single side-lamp. The point made by the club is that it is exceedingly difficult for the driver who happens to be meeting a vehicle so equipped to estimate the width of it and the allowance which therefore has to be made for safe passing. The car or other vehicle with but a single light may be anything from a bicycle to a traction-engine, and there must be few drivers of experience who have not at some time or another found themselves in doubt as to the character of the vehicle approaching—doubt which may easily resolve itself into difficulty and even danger. One of these days, I suppose, we shall be blessed with a Legislature which will treat the user of the highways in a common-sense way, and we shall get uniformity

of our lighting laws. It is all very well and, doubtless, very useful for automobile and other organisations to call attention to the many anomalies and omissions in those laws, and a good deal may be done by the goodwill of vehicle-owners, but I submit that, now that the highways have come back into almost universal use, the rules governing the traffic should be of the hard-and-fast variety, and we should no longer trust to the *lex non scripta*, which is ill-defined and virtually not binding. Anything more chaotic than the lighting laws of the present it would be hard to imagine. The Lights on Vehicles Act has done a little to improve matters, but it is of too permissive a character, and practically leaves it to the local authority to do



Photo. Sport and General.
WINNER OF THE PRIX DE LA CONDAMINE AT MONACO:
MR. H. HOLLINGSWORTH'S "CORDON ROUGE."

After some postponements owing to bad weather, the Condamine Handicap for motor-boats at Monaco was decided on April 18. Victory went to one of the British Motor Club's 21-foot boats, Mr. H. Hollingsworth's "Cordon Rouge." Second place was obtained by M. G. Bariquand's hydroplane "Pistil."

what pleases it best. Thus we have it that in some counties the stranger within the gates may be assured that every vehicle he meets will have some sort of a light all the year round. In others, certain vehicles are exempted during certain months. In one district a single lamp is sufficient to fulfil all the requirements, while in another the driver whose cart does not display two will find himself mulcted in a fine and costs. And even in the cases where there is special legislation, the latter is generally too absurd for description.



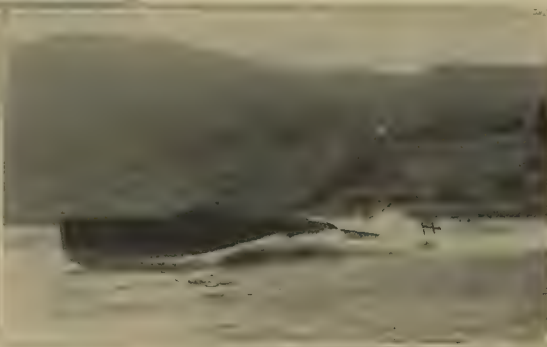
SUPPLIED TO EARL RUSSELL: A 28-H.P. HUMBER LIMOUSINE.
The body-work, with its exquisite finish, characteristic of Humber 1912 models, is in light carriage brown, beautifully upholstered in drab. The interior of the car is equipped with speaking-tube, electric reading-lamps, etc.



SUPPLIED TO MR. DUDLEY C. MADDICK, OF THE "ILLUSTRATED SPORTING AND DRAMATIC NEWS": A 10-H.P. SPECIAL "RANELAGH" TWO-SEATED AUSTIN CAR.

The above is one of the Austin Company's latest productions. At the rear is a dicky-seat, which folds down when not in use. This model, which is coming to be known as the "top-gear" car, was designed and built at the Austin Company's works at Northfield, near Birmingham.

Take the case of the motor-car, for example. The law says that one lamp fixed at the extreme off-side is sufficient for ahead purposes—which it most emphatically is not, and hence the complaint of the Coventry Club. Then the law, which is a "hass," lays down that the motor-car must show a red light to the rear—because, no doubt, it is the one form of traction which is practically never overtaken on the road! But for years we have been trying to persuade Parliament that it is the slow-moving vehicles that require tail-lights, and with what qualified success we all know.



THRICE WINNER OF THE COUPE DES NATIONS AT MONACO: THE DUKE OF WESTMINSTER'S MOTOR-BOAT "URSULA."

The "Ursula," built for the Duke of Westminster in 1909 by the Wolseley Co., has, in the recent motor-boat racing at Monaco, added to her numerous triumphs, winning the Prix de Monte Carlo, and the Coupe des Nations for the third time. She has never had any "engine trouble" and still carries the same pair of Wolseley motors with which she was launched.

The R.A.C. Journal, in dealing with the question of vehicle-lighting, points out that there is an even graver danger

from this one-light business on vehicles than that involved in two cars meeting. This is the risk of accident at cross-roads, where two vehicles may converge blind side to blind side. The danger is admittedly great.

(Continued overleaf.)

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You are at liberty to use this in any way you think fit.—Yours faithfully,
(Signed) D. RESTA.

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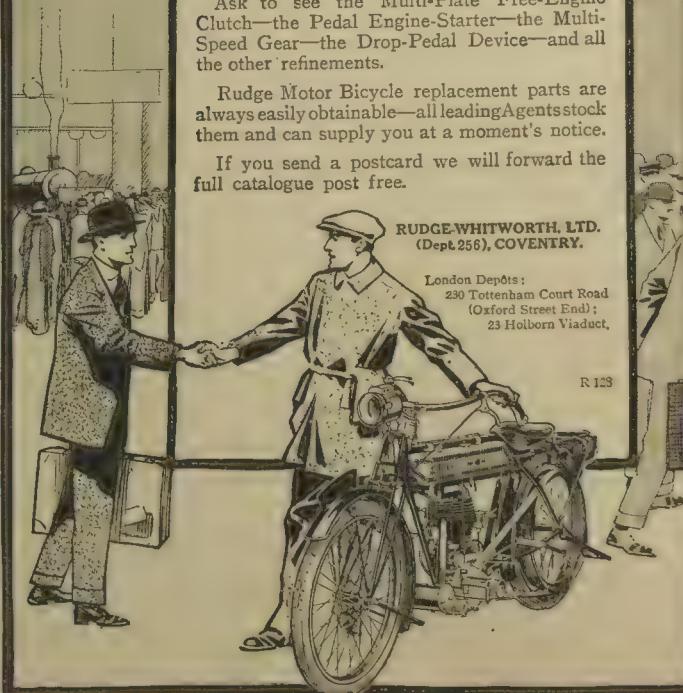
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(Continued.)

even if the utmost care be taken by both drivers, and it does not require the exercise of much thought to see that the duplication of lamps would go a very long way towards the elimination of risk. The Club Journal is absolutely right when it says that what is required is an enactment rendering compulsory the carrying by all vehicles

Stanley, and Sir Henry Norman. Why these gentlemen are backing such a Bill I cannot conceive, especially as neither of them represents a Metropolitan constituency, and it is as a consequence of the outcry of certain Londoners with jaded nerves that the Bill has been brought in. Let me hasten to say that I do not approve at all of many of the fearsome instruments of torture which are fitted as "road-clearers," but neither am I in favour of grandmotherly and repressive regulations. I

have never used anything but the ordinary motor-horn of commerce on a car of mine, because I detest the raucous, strident tone of certain of the electric and mechanical devices. But, all the same, I object to being held up by the roadside by a policeman with a tuning-fork, the while he endeavours to ascertain whether the note of my alarm is that of F sharp, which is legal, or B flat, which is forbidden. It passes comprehension why the motor vehicle should once more be selected for special treatment

A Wolseley Hand-Book.

From the Wolseley Tool and Motor-Car Company I have received a copy of their "Wolseley Instruction Manual" for 1912. As the name conveys, this work is by way of a guide to the running and keeping in order of the various models of Wolseley cars, and is



FOR COMBATING THE "AIRY NAVIES": THE FRENCH ARMY'S NEW AUTO-CANNON. The French War Office has adopted the above "auto-cannon" for use against airships and aeroplanes. It is built on a 25-h.p. 4-cylinder De Dion Bouton chassis. The gun, a 75-mm. breech-loader, can be fired in any direction, including an almost vertical position.

in the British Isles of at least three lamps, one on either side, shining forward and outlining the extreme width of the conveyance, and one either "live" or "reflex"—showing a red light to the rear. But, unfortunately for our chances of securing any such legislation, an amendment of the lighting laws is not the sort of thing to carry with it the votes of the electorate. Indeed, it is more than possible that in the agricultural districts, where they seem to object on principle to any sort of light save that of the sun and moon, it might cost the Government of the day some of its one-time support, and so there is little hope for such a suggested law.

Legislation We Do Not Want. Capt Murray has introduced his promised Motor Traffic (Street Noises) Bill, which is to empower the Local Government Board to make regulations against the use of certain undesirable alarm signals, and I suppose it will soon pass to the Statute Book, especially as it has the support of such influential motorists as Sir C. Rose, the Hon. Arthur



ENTERING THE KEY TO THE HIGHLANDS: AN ARGYLL CAR AT THE PASS OF BALMAHA. The Pass of Balmaha at this point is regarded as the key to the Highlands, where "A hundred men might hold the post, With hardihood, against the host." In days gone by the lawless tribes around Loch Lomond entered the Lowlands by way of this pass. The car seen just turning into it is one of the latest 12-h.p. Argylls.

in the matter of noises, when there are so many other vehicles which are far worse offenders in this respect, such as traction-engines, tumbrils, railway vans, etc.

new Wolseley car delivered, free of cost. Wolseley-owners who have not this book in their motor library would do well to get it.



Photo. Archer.

OF THE TYPE WHICH TOOK THE FIRST FIVE PRIZES IN THE ALPINE TOUR: A 159 H.P. ALPINE AUSTRIAN DAIMLER.

The car, which has a special 3-seated body of novel design, was supplied to Mr. E. Pultbrook, of the Stock Exchange, by the Austrian Daimler Motor Co., of 112, Great Portland Street, W. These cars took 1st, 2nd, 3rd, 4th, and 5th prizes in the recent Alpine Tour.

practically indispensable to the owner of one of the Company's vehicles. It contains many useful diagrams, which have been kept larger than is usual, in order to facilitate reference, while the descriptive text is clear, concise, and simple. In addition to the information which is of exclusive use to the Wolseley-owner, there are several pages of driving tips which the owner of any car would do well to lay to heart. There is quite a formidable list of "Make Sures" and "Don'ts" which I intend to mount and hang up in my own motor-house. Not that one does not know all about them beforehand, but I imagine the want of the constant reminder costs many motorists a good round sum in the course of the year. Altogether, the Wolseley hand-book is an exceedingly creditable and useful production. It is published at five shillings, but one is sent out with every car delivered, free of cost. Wolseley-owners who have not this book in their motor library would do well to get it.

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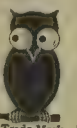
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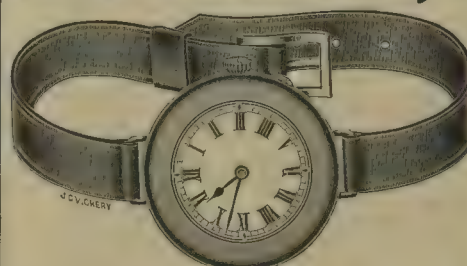
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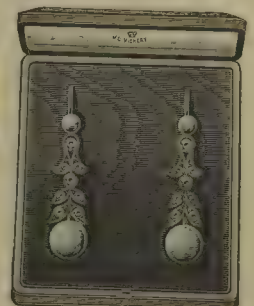
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Drawn from a photograph taken at Hyde Park Corner.

Daimler

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SWITZERLAND AS A HOLIDAY GROUND.

IN spite of the opening up of new regions of the earth for the tourist bent on sport and pleasure, or in search of health, and the bringing nearer, so to speak, of more distant countries by the facilitation of travel, Switzerland still maintains its undisputed claim to the title bestowed on it by Lord Avebury—the Playground of Europe. This glorious land of lakes and mountains, of streams and cascades, pines and flowers, seems, indeed, designed for such a purpose, and ever since civilised man awoke to a perception of the beauties and wonders of Nature, it has cast far and wide the spell of its incomparable charm. Historically and politically, also, Switzerland is rich in interest, from Hannibal's passage of the Alps to that of Napoleon, and in the development through the ages from

the wild tribes of Rhaeti and Helvetii, against whom Caesar fought, to the modern enlightened republic, and the sturdy independence of its race of mountaineers. Switzerland has ever been the haunt of poets and philosophers, and the shores of its great lakes are rich in memories of great men who have sojourned there, of our own nation, for example, such men as Gibbon, Ruskin, Tyndall, and many a poet—Byron, Shelley, Tennyson, and Matthew Arnold, to name but a few who have drawn inspiration from its loveliness. The summer season lasts, as a rule, from the middle of July till the end of September, but the beauty of Alpine flowers is at its height in June, and for lovers of Nature that is, perhaps, the most delightful month in which to visit Switzerland. Of late years, the attractions of winter sport have drawn thither thousands of holiday-makers, and have brought added prosperity to all those who cater for the housing and recreations of

visitors, at a time of year when, formerly, many hotels were closed and holiday resorts were practically deserted. It is sometimes said that Switzerland has been spoiled by the ubiquity of the tourist and the provision made for his accommodation, transport, and amusement. Nature is mighty, however, and it is a question whether anything could possibly spoil the grandeur of her works in Switzerland. Moreover, in this democratic age, it is admitted that the beauties of the earth are not to be reserved entirely for the few. Again, wild solitude may appeal to the hardy explorer, but there are many who could not enjoy the delights of travel without the aid of railway, steamer, and hotel. For those who think, with William Watson, that "the mountain's heart not two may enter," there are still, and ever will be, lonely haunts among the Alpine heights and valleys where they may find the seclusion they desire.



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LONDON, NORTH AND SOUTH.

THE two volumes, "London North of the Thames" and "London South of the Thames," by Sir Walter Besant (Messrs A. and C. Black), profess to treat of two parts of London by the same author, under corresponding titles, and in accordance with one scheme—a survey of London. We regret to say that we cannot speak very highly of the work performed in the name of Sir Walter Besant. It is not consistent. There is no common treatment. There is slipshod writing, with still more slipshod statements. London north of the Thames is dealt with in parishes or in special districts, London south of the Thames is dealt with in several ways: bits of parishes, stretches of territory, ancient villages, all jumbled up in such confusion as to make it difficult for the reader to understand what he is reading. And the work is so unequally done. After dealing with Hammersmith, Chelsea, Kensington, and so on, we suddenly come upon "the parish of St. Pancras," but why this change of title we are not informed, and no one can guess. London north of the Thames is the home of Westminster Abbey, the glory of London, and yet it has its frontispiece an illustration of the Roman Catholic cathedral. In the southern volume, Lewisham is described in twelve lines, Eltham in seventeen, while a short dissertation on hooliganism, which, apparently, is only to be found in South London, occupies six lines. And we must protest against wild statements, such as "The name of Tooting is derived from that of the Saxon family of Tottinges"; Lewisham, "the only rural part of the County Council area"; "We know that London was a flourishing port when they [the Romans] arrived"; "Hammersmith undoubtedly derived from Ham, meaning in Saxon a town or dwelling, and Hythe or Hyde, a haven or harbour"; the "city" of Westminster, but "there was no folk's moot in this city, a fact which shows that as a city it is of late origin." All these quotations, and they are only specimens, contain errors of an elementary nature, and they unfortunately conform to our general opinion of the untrustworthy character of the work. There are few, if any, authorities referred to: extensive quotations from Mr. Charles Booth's work as to the North of London, and nothing parallel to it for the South; illustrations sometimes exceedingly good, at other times poor, used indiscriminately and occasionally with no descriptive note in the text; faults of other kinds, none of which should have been allowed in a work which was intended to be of permanent value—these make up a record which cannot be greatly commended.

That well-known and useful book of reference, "Debreit's House of Commons and the Judicial Bench" (Dean and Son) is now in its forty-sixth annual edition. In view of possible electoral reforms, the particulars given as to the Parliamentary population in the various constituencies will be indispensable. Among the contents are biographical notices of Members, and full polling statistics regarding the last two General Elections.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

C M S (Barnley).—We have destroyed the first diagram of your problem, but we admit on the one now submitted our "cook" does not appear. Will you, however, kindly send another diagram, with your solution attached?

W FINLAYSON (Edinburgh).—In No. 1, R to Q Kt 7th, K to Q 4th, 2. B to B 3rd (ch) seems to provide another solution. No. 2 is marked for early insertion.

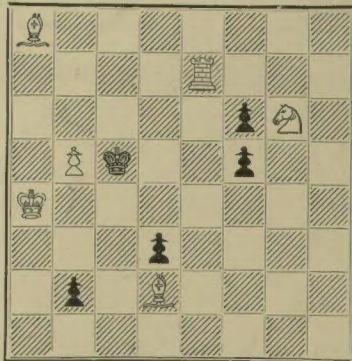
G P D (Damascus).—Problems to hand, with thanks.

CORRECT SOLUTION OF PROBLEM No. 3536 received from J S A (Malacca); of No. 3539 from Charles Willing (Philadelphia), J W Beatty (Toronto), G P D (Damascus), J Murray (Quebec), and F Grant (New York); of No. 3540 from C Field junior (Athol, Mass., U.S.A.), Henry A. Seller (Denver, Colo., U.S.A.), Haus Homina (Vienna), J W Beatty, J Murray, T S R (Lincoln's Inn), J B Camara (Madaira), C Barretto (Madrid), and J Simons; of No. 3541 from J Gamble (Heliast) and J Simons; of No. 3542 from E W S P (Oxford), J D Tucker (Ilkley), T F Walklett (Hanley), W Breyer (Dartmouth), F W Atkinson (Growthorne), J E Lelliott (Forest Gate), L Schlu (Vienna), Julia Short (Exeter), F R Gittins (Birmingham), A W Hamilton Gell (Winslade), Otto Sartino, W C D Smith (Northampton), and S C Dröske.

CORRECT SOLUTIONS OF PROBLEM No. 3543 received from J F G Pietersen (Kingswinford); J Fowler, J Cohn (Berlin), J Green (Boulogne), J Churcher (Southampton), Rev. J Christie (Redditch), F Saavedra (Glasgow), W H Taylor (Westcliff-on-Sea), R Worters (Canterbury), W Lillie (Marple), A W Hamilton Gell, J Leslie Laidlaw (Edinburgh), J D Tucker, L Schlu, W Best (Dorchester), J E Lelliott, J Jones (Manchester), T G Creak (Llanberis), Captain J A Challice (Great Yarmouth), James Gamble (Belfast), Horatio Baxter (Tayport), J Deering (Wicklow), H S Brandreth (Florence), and Arthur Perry (Dublin).

PROBLEM No. 3545.—By J. LESLIE LAIDLAW.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3542.—By G. BROWNE.

WHITE.
1. Kt takes P
2. Mates accordingly

BLACK.
Any move

CHESS IN THE CITY.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. R. C. J. WALKER and J. H. BLACK.

(Queen's Pawn Game.)

WHITE (Mr. W.)	BLACK (Mr. B.)	WHITE (Mr. W.)	BLACK (Mr. B.)
1. P to Q 4th	P to Q 4th	White has played well so far, but now shows signs of falling off.	
2. P to Q B 4th	P to K 3rd		
3. Kt to Q B 3rd	P to Q B 4th	20. Q to Kt 4th	Q to Kt 4th
4. Kt to B 3rd	Kt to Q B 3rd	21. Kt to B 5th	B to R 6th
5. P to K 3rd	Kt to B 3rd	22. P to B 4th	P takes P (en pas.)
6. P to Q K 3rd	Kt to K 5th	23. R takes P	B to Kt 5th
	B to Q 3rd is often played, but the text move is not without its merits.	24. R to B 4th	

R to Kt 3rd compels Black at least to lose a move with his Queen.

7. B P takes P	K P takes P	24. R to O sq
8. B to Kt 5th	B to K 3rd	25. P to Kt 4th
9. Castles	Q to Kt 3rd	26. Kt to K 4th
10. Q to R 4th	Q to K 2nd	27. Q takes P
11. P takes P	Q takes P	28. K to B 2nd

Better than the tempting Kt takes P, as it keeps all his pieces well in action.

12. Kt takes Kt	P takes Kt	29. Q takes R
13. Kt to Q 4th	B to Q 2nd	30. Q to B 4th
14. B to Q 2nd	Castles	31. Q to B 3rd
15. B takes Kt		32. P to K R 3rd.

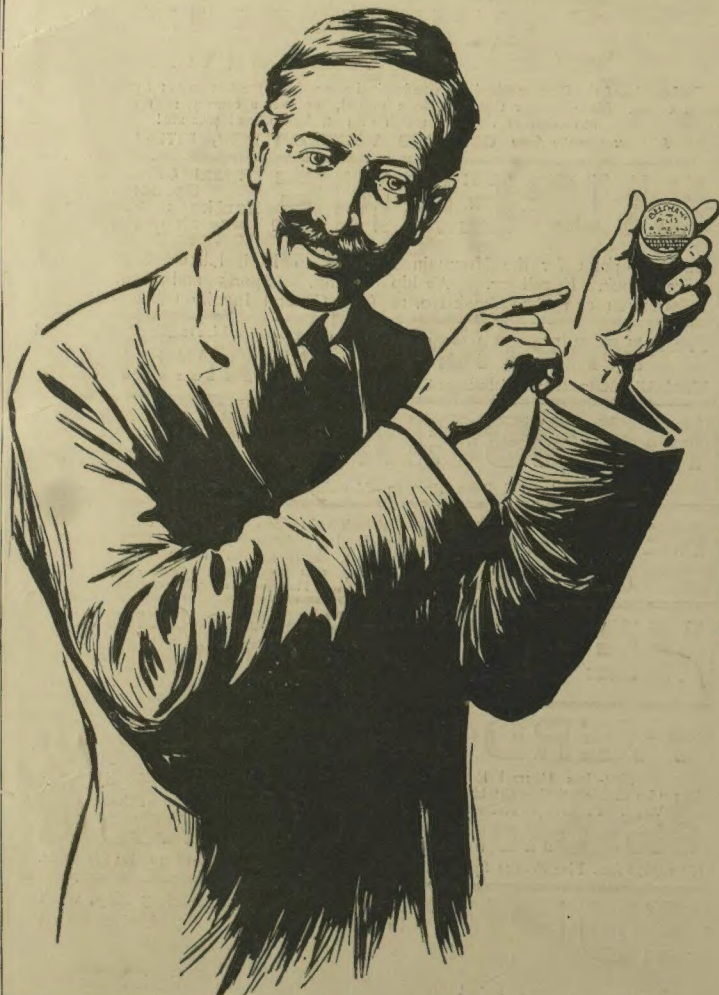
White here suddenly collapses. Q to Kt and was good enough, and in the end the Knight might win against the Bishop. Probably he overlooked the next move of Black, who deserves all credit for the promptitude with which he seized his chance.

15. P takes B		
16. B to Kt 4th	Q to Kt 4th	
17. B takes B	Q takes B	
18. Q to B 2nd	R to B sq	
19. Q R to B sq	Q R to B sq	
20. Kt to Kt 3rd		

The match between Holland and England, at the Imperial Chess Club, Curzon Street, resulted in an unexpected defeat of the home team, who, after leading on the first day's play, failed disastrously in the second day's round. The visitors are to be congratulated on their triumph, for little complaint can be made as to the strength of the English team, which was very fairly representative. The final score was: Holland, 9; England, 7.

We have received from Messrs. George Routledge and Sons Vol. II. of an extremely interesting work, "English Furniture of the Eighteenth Century," by Herbert Cescinsky, very fully illustrated from drawings by the author and from photographs. It commences with a useful parallel history, in tabular form, of the arts and crafts in England from 1685 to 1725. There is no list of contents and the index is described as a "glossary."

Not without reason does Mr. Joseph Pennell call New York "the unbelievable city," in his series of masterly drawings, which, reproduced in photogravure, have been published in book form under the title, "The Great New York" (T. N. Foulis). It forms one of the dainty little "Cities Series," at its net in paper covers, and 2s. 6d. net in parchment boards. New York is, indeed, as represented by Mr. Pennell, a city of incredible buildings, of a towering architecture, surpassing the palaces of dream-land; a city such as exists in no other land, "nor hath been, since the making of the world." Mr. Pennell's consummate artistry needs no introduction to our readers; examples of his work have often appeared in our pages. In "The Cities Series" is also announced a second Pennell volume, "A Little Book of London." Others are, "The City of the West" (Glasgow) and "The Grey City of the North," illustrated by Jessie M. King.



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